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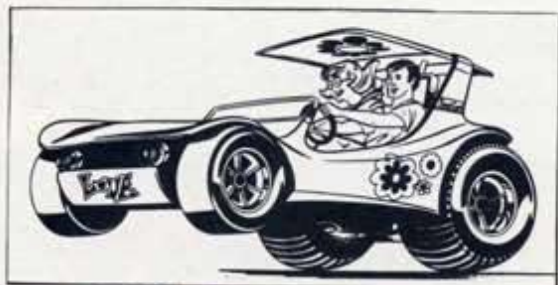


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Volume 7, Number 12



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Model Mail

YOU LOSE A FEW...

Why don't you guys ever do an article or two on H. O. scale racing? There are a lot of us out here, you know!

Jason Henderson
Dallas, Texas

Uh, Jason, are you sure you read the same Model Car Science that Ray Grubbe reads?

YOU WIN SOME...

A friend and I are building a fantastic H.O. scale home layout on carpeted 8' x 4' plywood. We dig your mag because it gives us many fresh ideas. Your home layouts are helping us make a great track. And your hop up ideas are helping us to win many races, too.

We'd like to see many more ideas and layouts in MCS. If there is any extra literature that you could send to us on H.O. hop up ideas, we'd appreciate it greatly. Thank you.

Ray Grubbe
Bremerton, Wash.

Thanks, Ray. We intend to really delve into H.O. scale racing heavily in future issues. As a matter of fact, we didn't do too badly in this issue, if you'll notice!

MAKES US FEEL GOOD ALL OVER!

Thank you very much for the honor of being September's Model of the Month winner. May I also thank you for displaying another one of my models in the 1968 August edition of MCS.

My Charger was totally destroyed in a contest and given up as a hopeless cause, so now I have to re-build it. I started the night I found out about it winning and so far it has undergone quite a few changes. I'll send you a picture when it's finished.

I was told by my guidance counselor that this will help get my much-needed sponsor from G.M. in order to enter their G.M.I. course.

Gary Skelton
Hamilton, Ont. Canada

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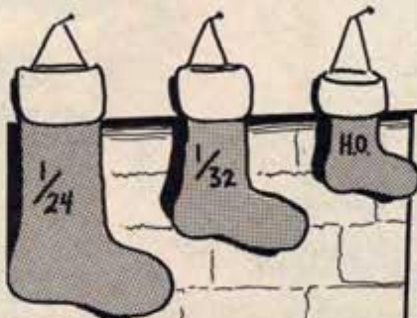
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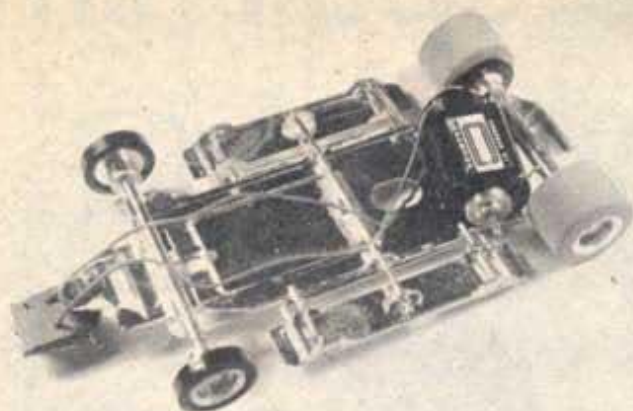
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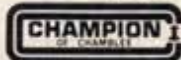


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Model Mail

Continued

Congratulations, Gary! Many key people in the automotive industry got their start through their interest in model cars. The Fisher Body Contest has helped many budding stylists through school and into an exciting job at G.M.'s styling studios.

We're glad that we can display the works of talented modelers in our magazine each month. Good luck in the future.

WANTS TO BUILD AN H.O. LAYOUT

I'm planning to build an H.O. layout, and I'd like to know where to get the instructions.

Scott Sherman
Mattapan, Mass.

Check this very issue, Scott. "The Ridgeroute Raceway" should really set you up in fine shape. How's that for service?

GOOD IDEA, JAMES

I've noticed a few letters in your magazine from readers who don't seem to appreciate the big car articles you

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run. To appease these fellows, why not run an article on how to build a model of the big car that you feature? That would please the model builders, both pro and con, on the big car articles, wouldn't it?

Also, here's a tip. For you builders who wonder how to get those neat gold rims that you see on "funny rails," and "gassers," buy a bottle of Testor No. 1151 copper enamel. It works great, and the results are very pleasing.

Keep up the great work, but let's have more funny car and rail articles.

Jim White
(no address)

Good idea, Jim. We'll give it a shot, soon.

THE EDITOR IS WRONG!

I read in a recent issue that the editor felt it impractical to run an in-depth article on model car construction where lathes, drill presses, etc., were needed to build the car. I'm not sure I agree. Many high school students would be able to put to practical use such information, as they would have access to such tools in their "Industrial Arts" class. And I'm sure many of your readers would be interested in how the experts accomplish

some of their fine works of art.

More car building articles please, but how about utilizing exact-size patterns that we can just form wire, etc., over. It would sure help!

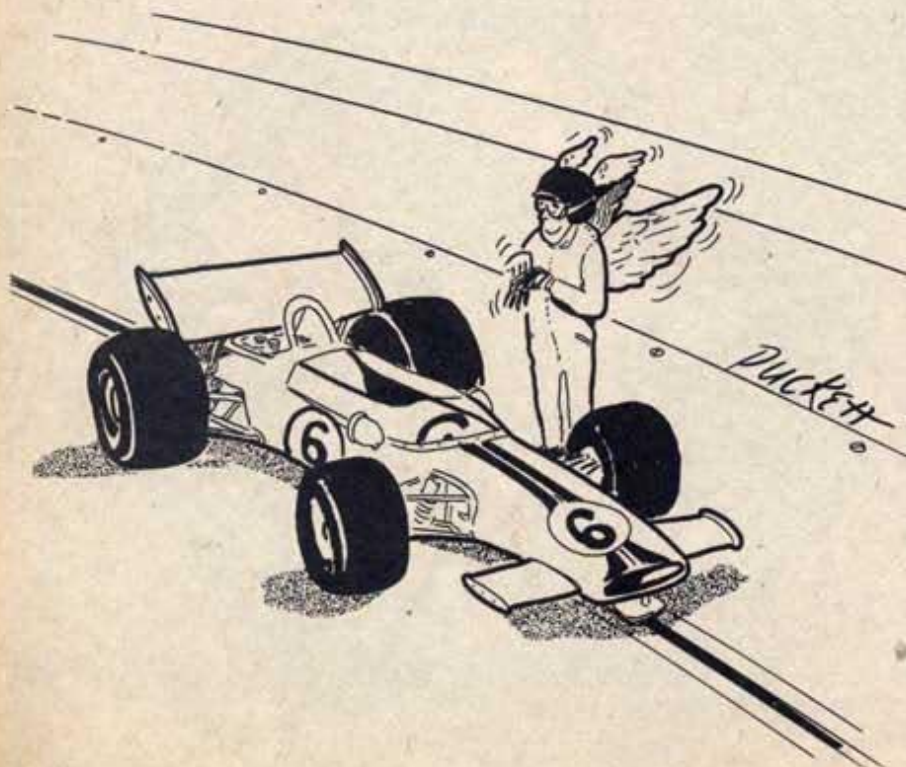
I'm also appalled to hear that other model car magazines and newspapers plan to discontinue the charts that show which motors, wheels, tires, etc., are used by the pros in their big time races. I'll bet you'd be surprised at how many slot racing buffs read those charts, and thoroughly too! We're darn interested in what the pros are using, even if we never get a chance to use them ourselves.

Ronald Huston
Good Hope, Ill.

Thanks for the letter, Ron. This is but a part of a long letter that Ron sent to us, but we believe we've covered the major points. The editor admits he may be wrong about the use of complicated, expensive tools (everybody in the office just passed out from shock).

Well, we don't plan to drop the charts, Ron. We agree with you 100%. And we'll try to get more patterns, etc., into our "how to do it" car building articles.

You readers may not realize it, but your letters help to shape our future articles. We try to run what the majority of you want to see, so keep those cards and letters coming.



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8/Model Car Science

THE TECH SHEET

This month I'm changing the format of *The Tech Sheet* in order to show some new items and results of tests I've run on them.

To start off with, I decided to test out the new Champion H. O. Arco magnets. Photos one and two pretty much tell the story but I must confess that I had to cheat a little. Champion's Arco is much much stronger than stock Aurora magnets, at least the prototypes I tested here. After I rezapped the Arcos, I found that the meter I used went clear off scale so I cheated and placed a thin piece of aluminum under the meter to shield it a bit so it would register somewhere on scale.

I want to point out that these are prototypes and because they are made out of the same material as the D. Z. magnets, the production magnets could very well be *stronger* than these! I don't expect the production magnets until some time in late November so I

hesitate to give gauss figures and lap times around a measured test track until the magnets are available across the counter.

I did run a comparison test between these Arcos and stock magnets and the results were interesting.

Stock armature, balanced, with Aurora magnets - 23,200 rpm. The same armature with Arcos - 14,500 rpm.

The Aurora 7-1/2 ohm Speedwound armature, unbalanced, with stock Aurora magnets - 29,700 rpm, but with the same armature, and everything, the rpm dropped to 22,300 when the Arcos were installed. All of these speeds were recorded under free-running, no-load conditions.

So what do the tests indicate without even putting the cars on the track? Just one thing. While the top free-running rpm may be less when Arcos are installed, the torque has gone up considerably and the car is faster and has more "punch" out of a turn than any stock Aurora car ever made. Track tests proved this to be correct.

I also tested out the other new Champion H. O. parts, like the guide pin which is longer and which has a rib on the back side, making it stronger. For 19 cents you can't go wrong with this guide.

I installed the new Champion set-screw wheels on the test car also, and they performed very well, as all silicone tires do. As reported a few



Magnetic field strength of stock Aurora magnet.

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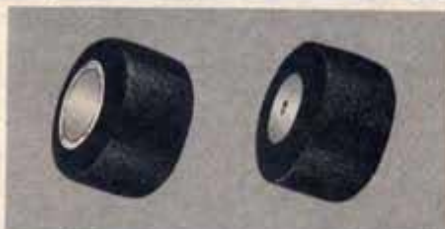
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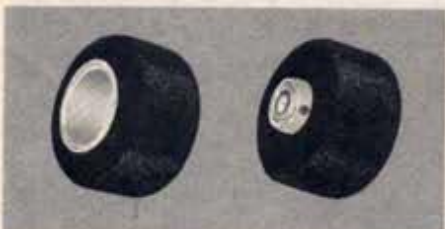
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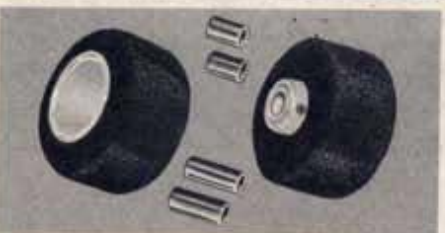
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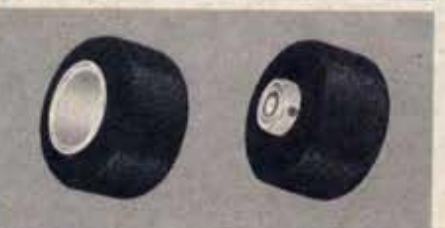
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TECH SHEET

months ago, these tires are smaller in diameter than other silicone tires on the market and this is an advantage in that it lowers the center of gravity. When all these items are used in conjunction with the full competition pan and Lancer H. O. plastic body, I found I got the best performance and handling qualities.

I would like to make a correction of sorts regarding the Champion pickups as reported in the October column of *Small Stuff*. The Champion pickups are a bit shorter than other pickups on the market, but they will fit perfectly if you flatten out the little curved piece at the end of the pickup where it hooks into the brush plate.

You could cut away a little of the plastic at the front of the frame which is what I did to make the Champion pickups fit.

One other item that looks like it will be a winner in Champion's H. O. line is the commutator, which is made in such a way as to provide for a timing advance. And to top it off, it is silver plated.

When the complete Champion H. O. line of items are available I plan to run some more tests using the competition belly pan and one of Lancer's H. O. bodies. When you're thinking of any real competition, this is the only way to go, in my opinion.

I did come across a new item from Parma, which is worthwhile, and I've shown pictures as to how to install and modify their new heat sink to fit inside a Russkit-type controller. It is necessary to cut off the bar running over the top of the resistor and grinding off the little "nibs" next to the hole in the bar.

The trigger frame must be cut off just under the bend where the bar starts over the top, or the heat sink will be wobbly on the frame. The nibs are ground off so the heat sink will fit flush with the frame. Russkit and Parma "resistor cores" vary a little in



Magnetic field strength of Champion's Arco magnet (after shielding).

their length so if your resistor is a little too short to fit snug against the ends of the heat sink, a very thin washer must be used so you can get a tight fit.

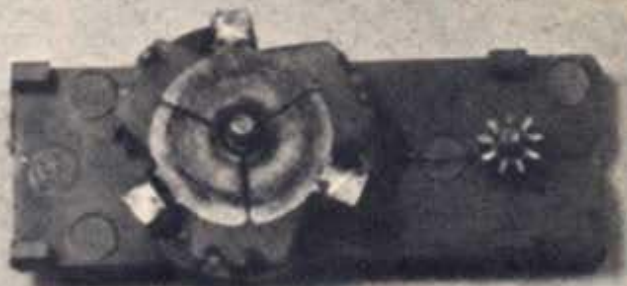
You must make the resistor fit snugly in the heat sink because there is nothing to keep the resistor from turning or flopping around the bolt. On the controller shown, I placed a thin washer at the back or brake end of the resistor and this achieved the proper spacing for the trigger button.

The older resistor cores are slightly longer, so it is necessary to file away the inside of the heat sink so they fit properly. Remember, file or grind away the heat sink, and not the resistor core, because you will find that ceramic mighty difficult to grind down.

As shown in the last photo, it is also necessary to grind back the heat sink at the rear so it will fit inside the plastic case.

It is a good rule of thumb that there must be at least 1/8" clearance between the heat sink and the case so the plastic won't melt. Naturally, I expect you to remove the plastic ribs so the heat sink will stick outside the way it is supposed to.

I should caution you that if you touch that heat sink after running more than a few laps you can get a nasty burn. If you're like so many people who put their other hand over the top of the Russkit controller you're either going to have to change your



Commutator has segments offset to provide timing advance.



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holding habits or build a cage over the heat sink out of brass strips.

The heat sink *does* get hot and if you want to make it even more efficient, add some copper strips to the backside of the resistor and fold them up so they are in contact with the heat sink. Now the heat sink really gets hot, but just remember, all this heat being dissipated by the heat sink used to be concentrated and retained by the resistor core. So the net effect is you're ending up with a cooler resistor and prolonging its life as well as a cooler trigger.

I would suggest you try this heat sink and follow my tips on installing it.

One item I didn't picture this month is the Parma lead wire, which in my opinion is the greatest around. It's been out for a month or so and you can tell this wire by the thin plastic insulation (red, white and black) in 14 gauge. It's made up of a whole bunch of number 36 wire and is as flexible as a rubber snake. The overall diameter of the wire is slim enough so you can use it double, which makes it equivalent to three sizes larger than the original number 14 gauge. The total of six lead wires (two wires of each color) when braided are still as flexible as the old single number 14 wire leads.

Many people lose sight of the fact that a really efficient controller is equally, if not more, important when racing Group 12 or Group 20 cars as it is in running unlimited pro-type cars. You should have a controller with the least amount of internal resistance as possible and this is what I mean by an efficient controller. The larger the lead wire, the use of double microswitches are ways to lower the internal resistance.

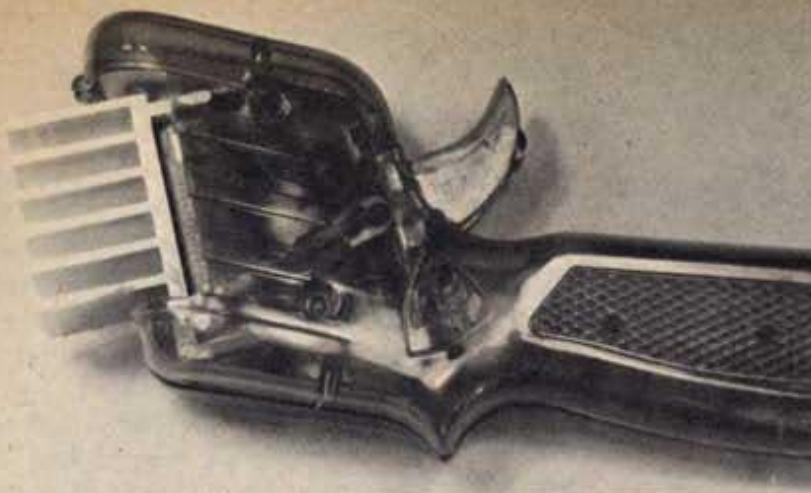
Stated simply, it works in this manner. The less internal resistance, the less the voltage drop, so the more current going directly to the motor, and therefore, the faster the car will travel. Granted, we are talking about some pretty small increases in speed, but when everybody is running the same wire armature, as in Group 20 races, I, for one, want all the increased speed I can get, no matter how small it might be!

When you view the problem from a heat standpoint it follows that the cooler we can keep both the motor and the controller the better off we are because resistance goes up with every increase in temperature.

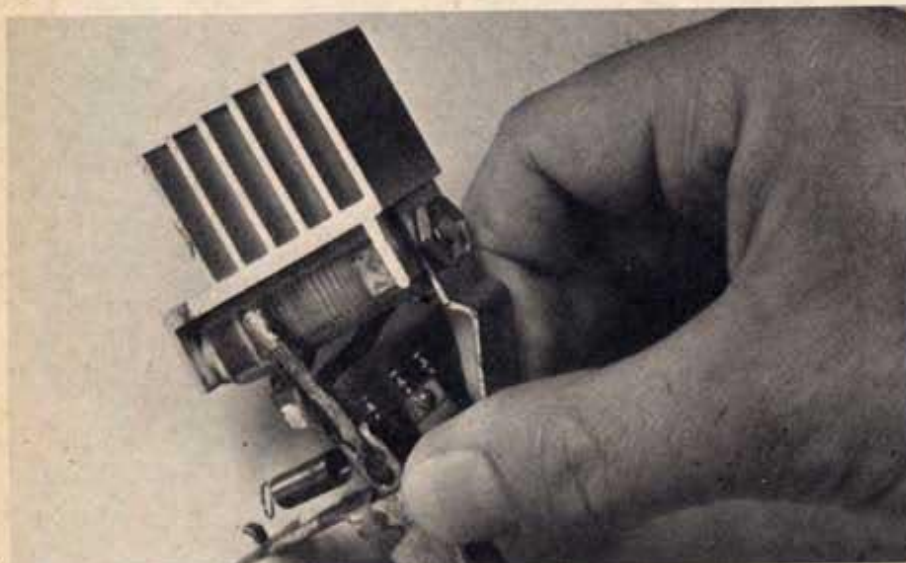
Logically then, the cooler the controller parts, the more current is going to the motor, so we use heat sinks on the motor as well as the controller.

In setting up a Group 20 car, I use three, and even sometimes four pieces of Mura motor lead wire on each side (the red and blue has 90 strands of number 40 wire) and use double Lenz shunt wire with regular old Mabuchi brushes.

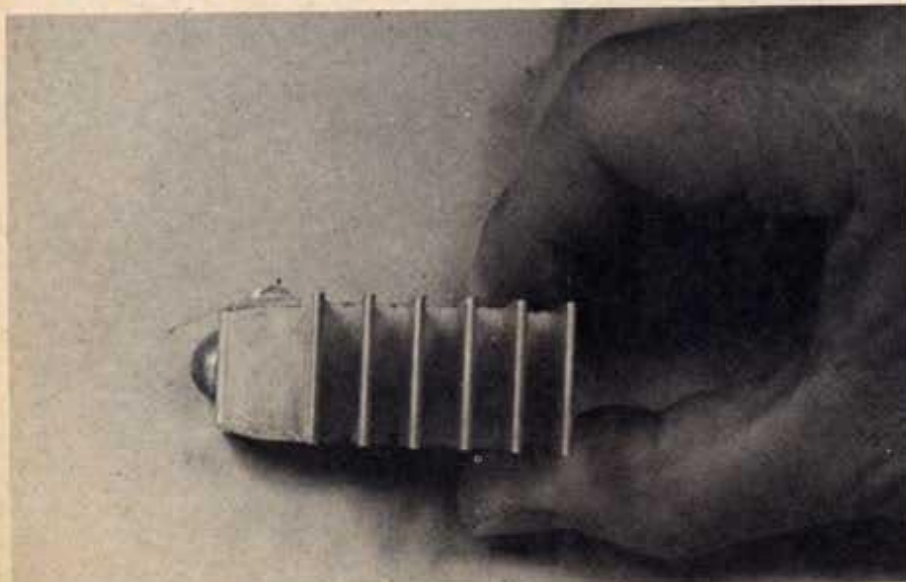
Then after I've rezapped the magnets and shimmed them in closer I'm ready to run with the best of them.



New Parma heat sink with plastic ribs cut away to make room for the fins.



Parma heat sink properly installed. Note top of trigger bar is cut away and thin washer placed at rear of resistor.



Top view showing how Parma heat sink has to ground back at the rear in order to provide 1/8" clearance from plastic case.

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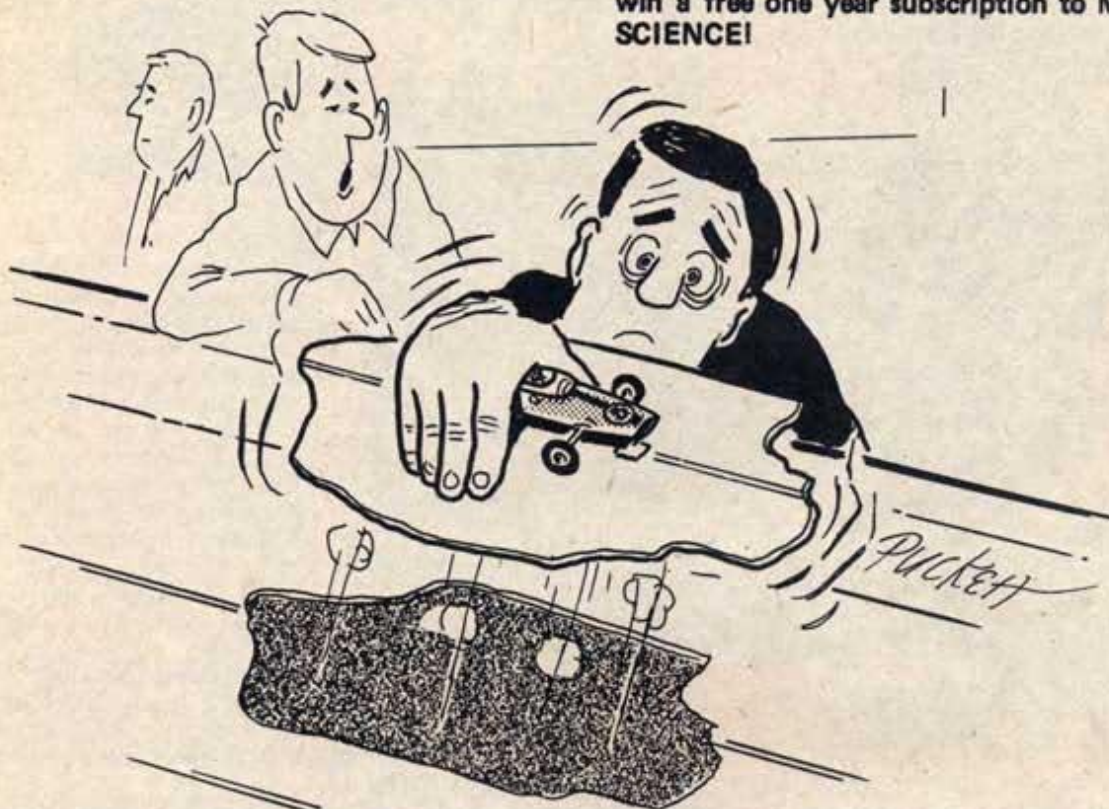
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December 1969/13

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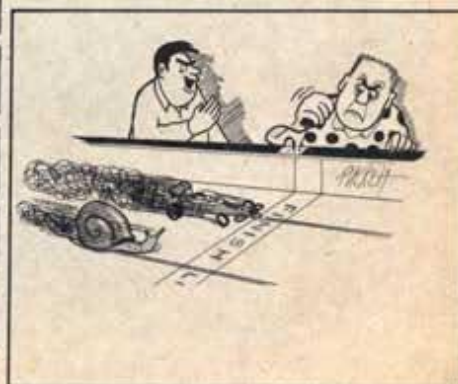
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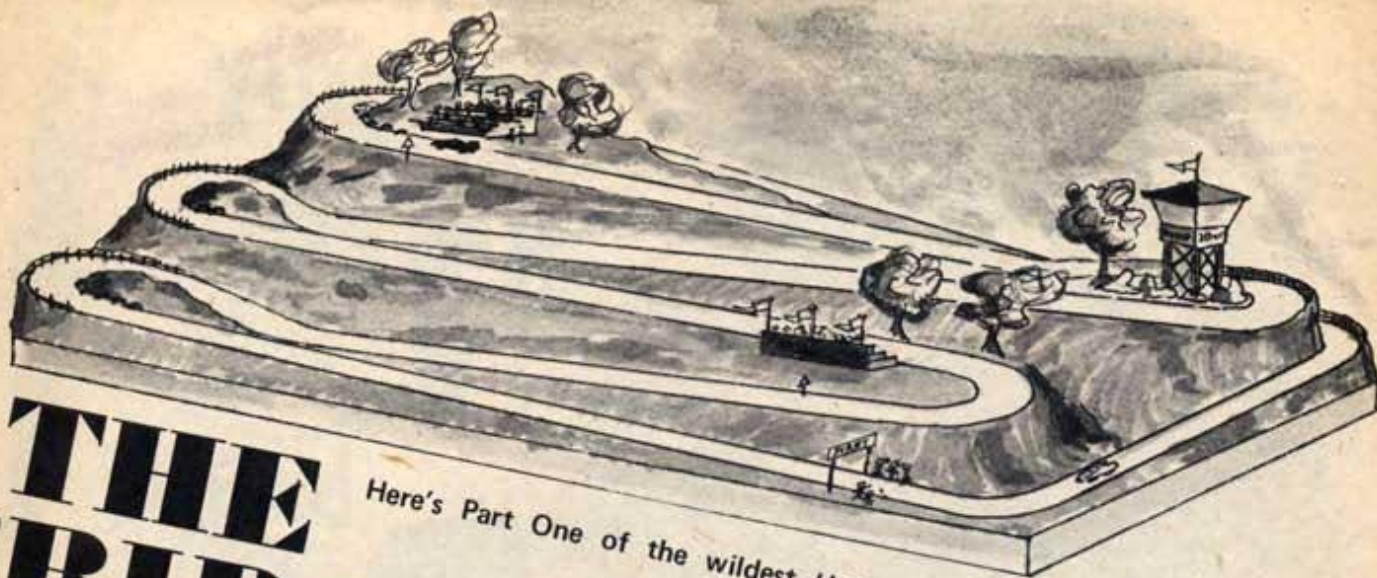
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Here's Part One of the wildest H.O. scale hillclimb ever!

THE "BRIDGE ROUTE" RACEWAY

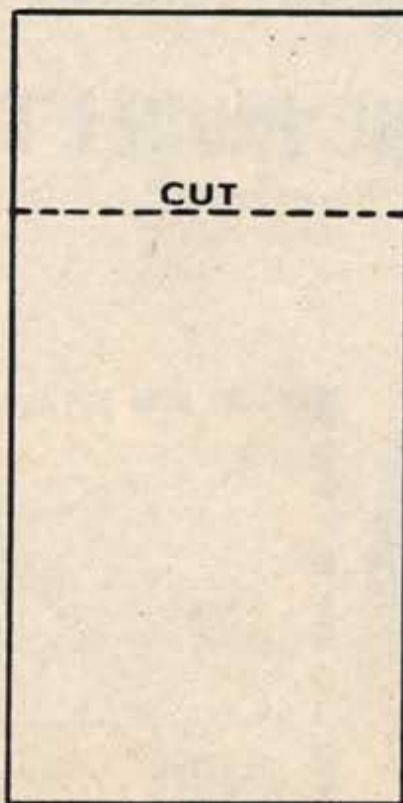
Owning your own HO slot car track has its advantages. You don't have to jog down to the nearest commercial track just to test out a car, or to run a grudge race against a buddy, and besides, most raceways don't cater to HO scale anyway.

If you're like most of us, you probably got an HO layout for Christmas or a birthday. Or else you refunded Coke bottles until you had the necessary scratch. Groovy . . . you get it home, and now, "Where to set-up?" The kitchen table? No, too small. The dining room table? Better, but that last crash cost you that 100 year old fruit bowl of your grandmother's. Eureka! The living room floor! Fantastic! Everything looked rosey until the cat swallowed your new Mako Shark at turn nine. Oh well, no great loss, it was full of lint and hair from the carpet anyway.

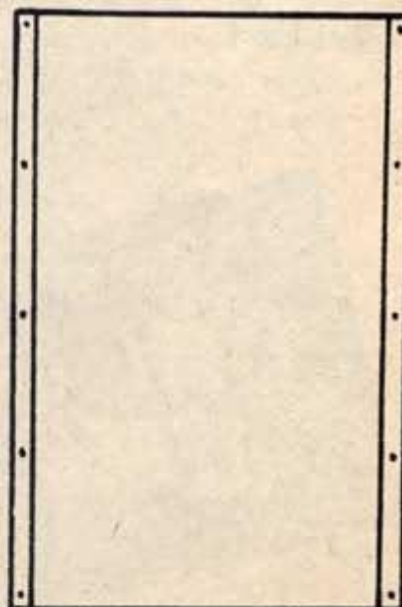
Now what do you do? Simple, read MCS for the next few issues and we will show you the how to build one of the wildest HO tracks ever. "What is it?" you ask. "Why, a hillclimb, of course," we reply.

Hillclimbs such as Pike's Peak, and twisty courses such as Monte Carlo offer the racer more fun and excitement per foot than any other type of course. "Ridge route" was designed for accessibility to lost cars, ease of construction, low cost, minimum space used to house it, and the most fun possible.

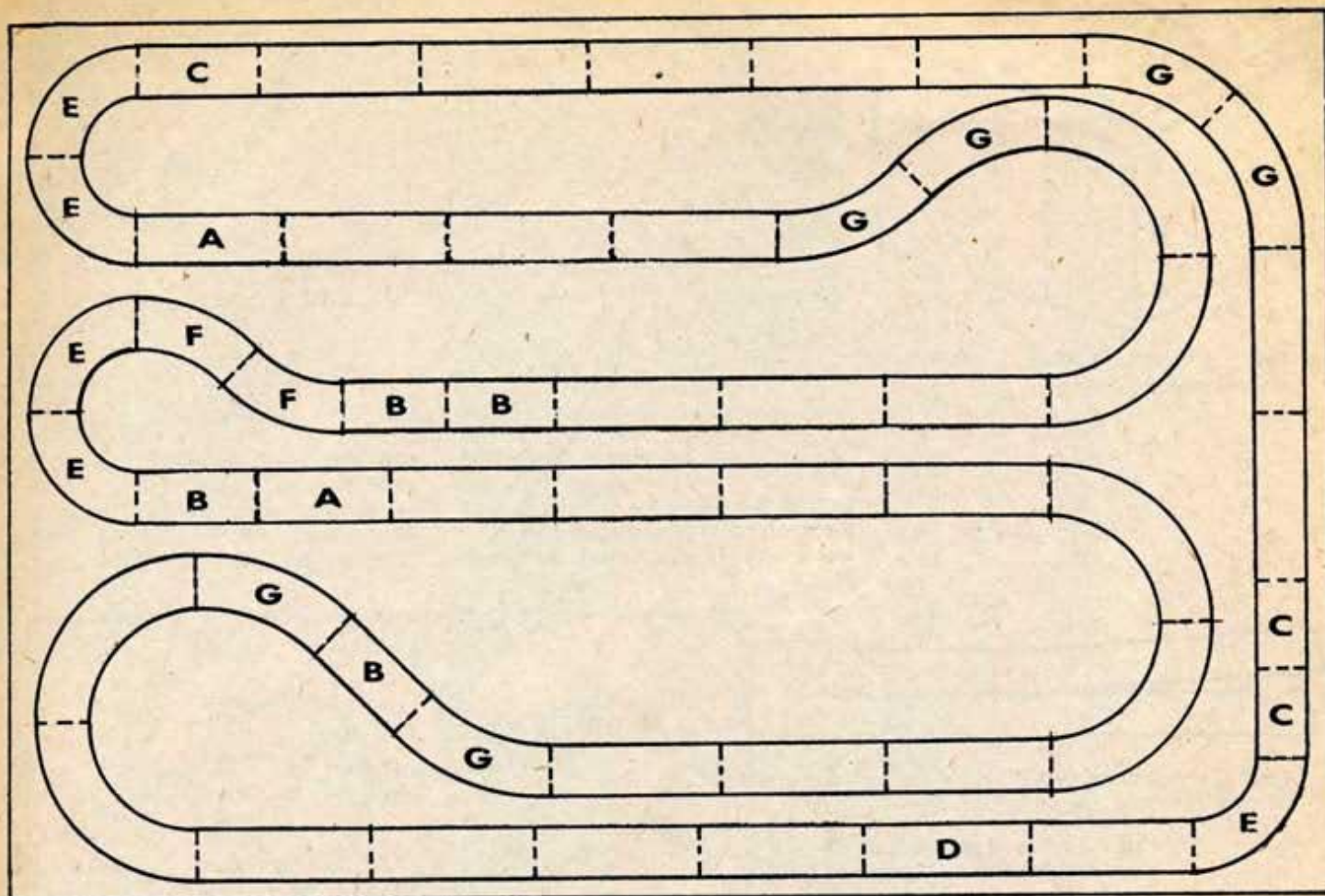
This month, we'll list all of the materials required and show you how to set up the framework and track supports.



Cut a sheet of 4' x 8' plywood to 4' x 6'. Most lumber yards will cut it to size for you for a nominal charge. Save the 2' x 4' section for use later in forming the supports for the curves.



Cut two six-foot long pieces of 2x4's to fit flush with the ends of the board. Nail them in place as shown.

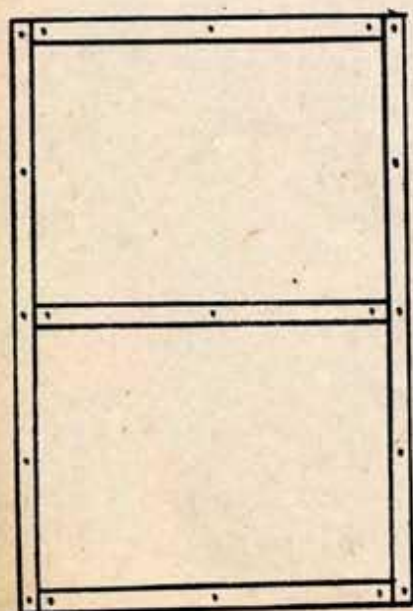


Aurora Track required. All curves are $\frac{1}{4}$ 9" radius and all straights are 9" unless otherwise indicated by letters.

25 - 9" straight track
2 - 7" straight track (A)
4 - 6" straight track (B)

3 - 5" straight track (C)
1 - 9" terminal track (D)
5 - $6\frac{1}{4}$ " radius curves (E)

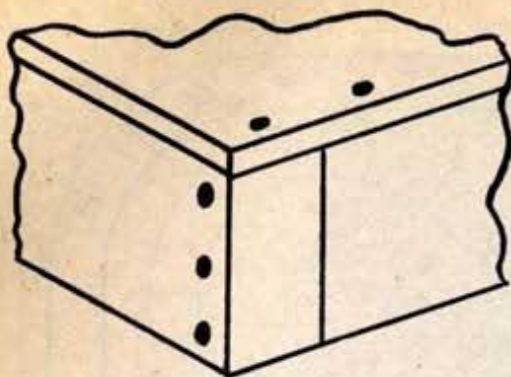
2 - 9" $\frac{1}{8}$ radius curves (F)
6 - 9" $\frac{1}{4}$ radius curves
6 - 12" $\frac{1}{8}$ radius curves



Cut three 2x4's long enough to fit in between the first pair of 2x4's and nail them in place.

ITEMS NEEDED

- * 1 - 4' x 8' sheet of $\frac{1}{2}$ " thick shop grade plywood (cut to 4' x 6' and save the 2' x 4' piece left over)
- * Scrap plywood (for patchwork)
- * 24' of 2" x 4" (any grade)
- * 30' of 5" wide white pine $\frac{1}{2}$ " thick
- * 30' of 2" x 3" (any grade)
- * 1 pint bottle Elmer's Willhold glue
- * 1 lb 2" long nails
- * 1 lb 3" long nails
- * $\frac{1}{2}$ lb $\frac{1}{2}$ " brads
- * 5 doz No. 6 wood screws, ($\frac{1}{2}$ " long)
- * 3 doz No. 4 wood screws, ($\frac{1}{2}$ " long)
- * 4 - 36" sections HO gauge cork road bed.

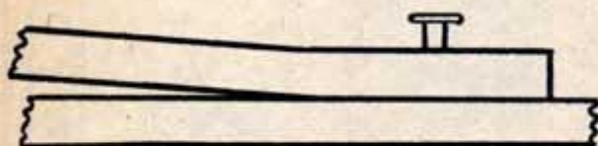


Nail the 2x4's together to form a strong structure.



Lay out the entire track to ensure that you have enough pieces and they will fit as shown. Mark the location of each piece of track directly onto the plywood with a grease pencil. Be careful

and accurate when making these marks since they will locate the uprights to be installed later. Run on the track long enough to find out if you like it. Once it's built, it cannot be changed.



Start the first ramp by nailing the beginning directly to the table top.

Fig. "B" shows the various sizes of wood needed for each portion of the layout. Each piece is one inch wider than the track on each side and $\frac{1}{2}$ " thick. Dark areas indicate the location of uprights.

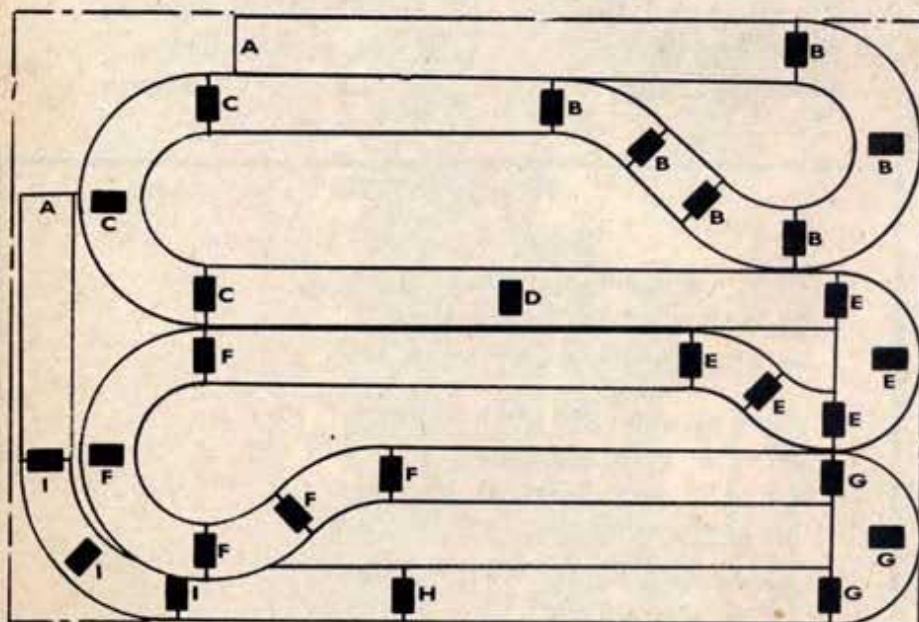
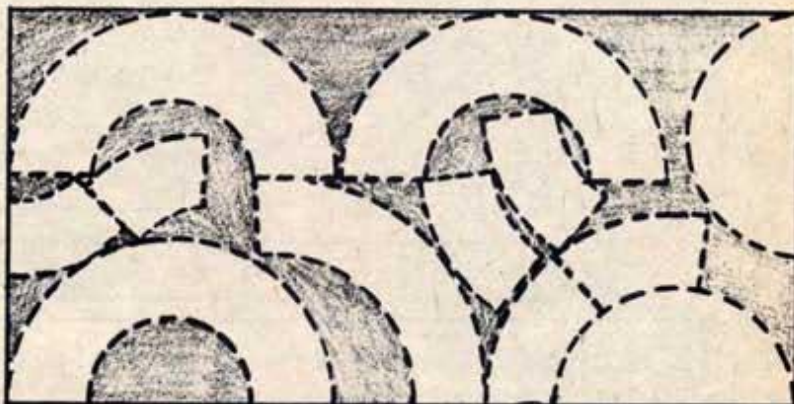


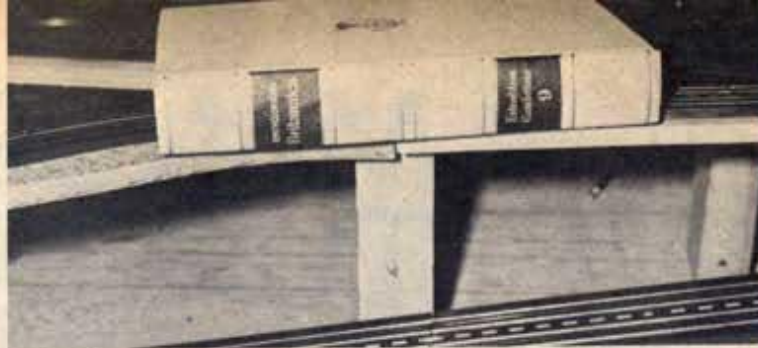
Fig B

Heights of uprights

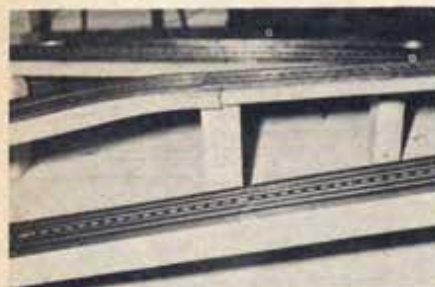
- A - 0
- B - $2\frac{1}{4}$ "
- C - $3\frac{1}{4}$ "
- D - $4\frac{1}{2}$ "
- E - $5\frac{3}{4}$ "
- F - $6\frac{3}{4}$ "
- G - $8\frac{1}{2}$ "
- H - $5\frac{1}{2}$ "
- I - $2\frac{1}{2}$ "



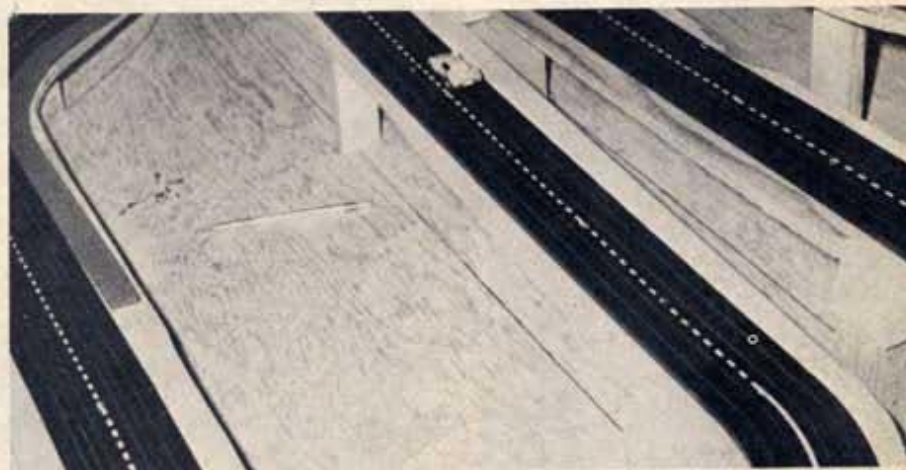
When gluing track supports to the up-rights first apply glue to both surfaces then nail together.



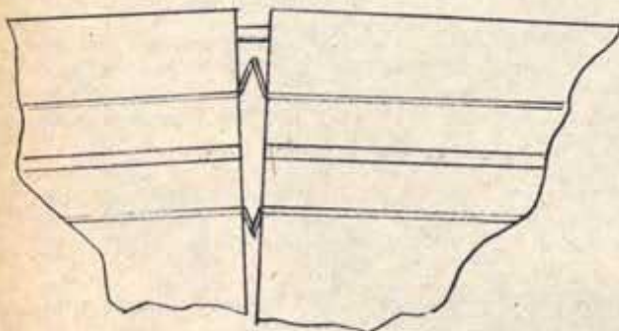
Apply glue to baseboard and upright. Press in place and weight down for at least two hours.



Temporarily screw each track section in place before continuing with another upright and baseboard. This will help prevent any deviation from the plans and allow you to check for any kinks at the joints.



Test run a car on the track after every five sections have been done. If the car skips or mysteriously jumps out of the slot check for uneven joints or a misalignment of track sections.



If each section is placed properly, the butt joint will be even. If not, the ends will form a wedge shape.



When all of the track is down, temporarily lay in HO cork roadbed at each curve to form a skid apron. Thumb-tacks can be used now but Elmer's glue will eventually keep them in place.



Test run a car over the entire layout at speed. Have a friend watch the car to see if it runs smoothly over each joint. Run it through again, but much slower. If the car stops or hesitates, then check out that piece of track.

Next month we'll lay down the track permanently and start on the scenery.

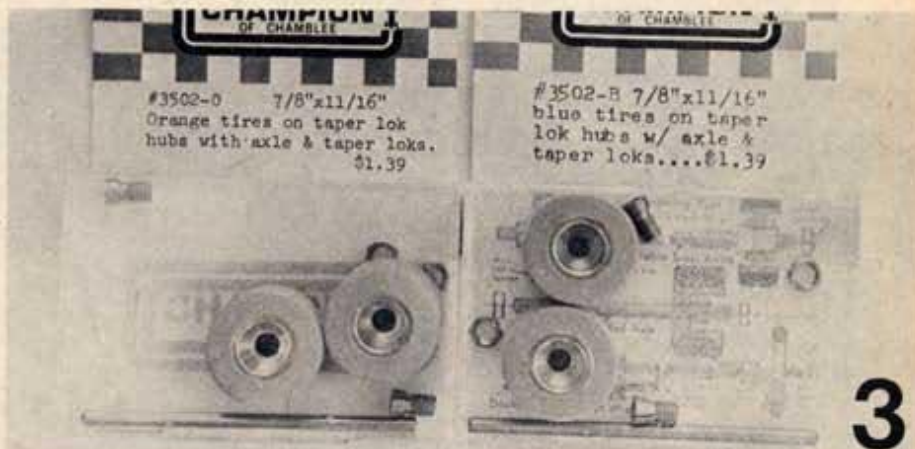
December 1969/19

This month we're taking a look at some of Champion of Chamblee's newest 1/23 scale slot racing items. Your dealer can probably supply you with these new items. If not, order directly from Champion of Chamblee, 5620 New Peachtree Road, Dept. MCS, Chamblee, Ga. 30005.

MANUFACTURER'S PREVIEW



1



3

1 Champion's No. 5502 MC case with super "LZ" Arco magnets and extra thin shim also has a silicone, stabilized gimbel bearing. The case is side vented. \$6.98.

2 \$1.49 gets you this Arco "TEK-CHEK" tool, which measures front and rear tire diameters and widths (3" width of tire track and 3-1/4" width of bodies and front wheel "SWR," plus 1/16" clearance). Approved for use at all races sanctioned by national championship committee under the 1969 National Championship Rules. Makes the job of inspection a lot easier.

3 Champion's No. 3502-0 orange tires (left) mounted on lightweight aluminum hubs with axle and "Taper-lok" hubs, \$1.39. The No. 3502-B (right) set consists of exactly the same equipment, except in blue. Both sets measure 7/8" x 11/16".

4 Team Champion's jig wheels (no. 2801) are the actual width of front and rear hubs. Helps you build perfect frames every time. \$1.29.

5 No. 293-IL (left-hand drive) and No. 29301 anglewinder brackets fits any 16-D type endbell, allows every gear ratio and tire combination. With new 1/4" oilite bearings and ball bearing tubing, 98 cents.

6 "ARCOLIGHT" axles are made of space age material which won't corrode, gum up or solder. Use for building, or as front axle. Two for 50 cents.

7 No. 396 vinyl front tires (3/4" diameter, 3/16" wide) are molded to the hub. 98 cents pair.

8 If you're all "thumbs," Champion's No. 293 nickle-plated, angle-winder chassis with "Plumber" action cost just \$6.95. Saves a lot of work!

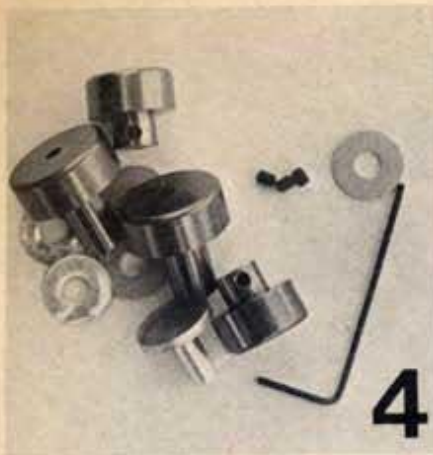
9 No. 2803 1-1/4" x .050" thick drop arm is bent for the popular "Jet Flag." 98 cents. No. 2803-1 guide flag (right) mounting plate mounts flush onto .050" or .047" plate for perfect fit for "Jet Flags." Just 15 cents.

10 Champion's new decals have fine register, good color and detail.

11 No. 5501-9 replaceable bearing is attached to bearing plate (left). Fits new "Orange Picker" endbells No. 5510, 5511, 5512. Also fits black phenolic endbell No. 5501-R and No. 5501 with a drilling operation. Just 39 cents. No. 293-24 thrust bearing and steel washers (right) eliminates friction and endplay in rear axle. 59 cents.

12 Team Champion's "ARCOLITE" No. 1173 Ford Talladega stock car body in 1/24 scale sells for just \$1.59.

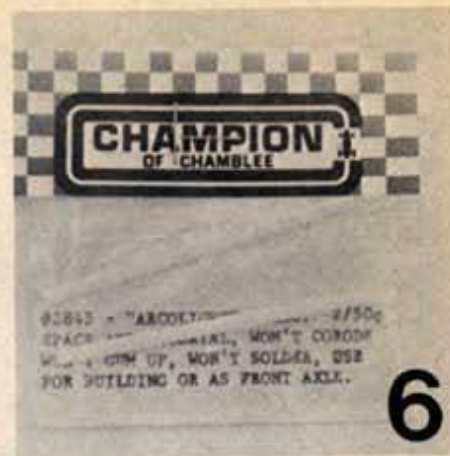
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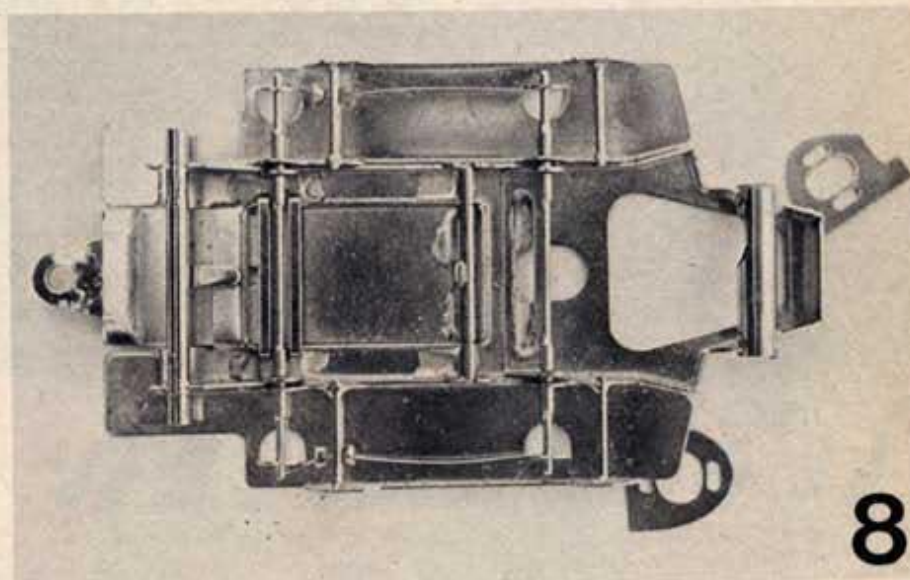
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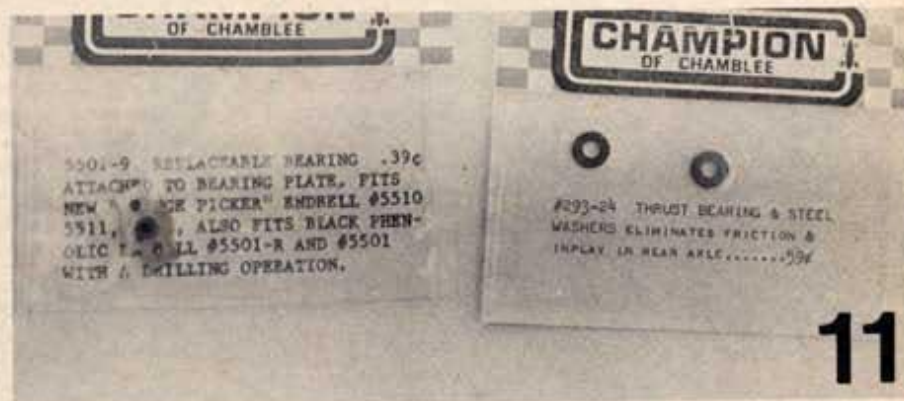
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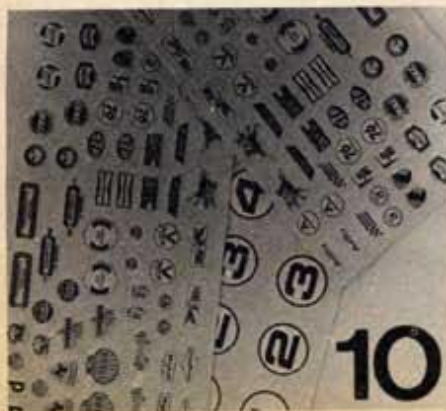
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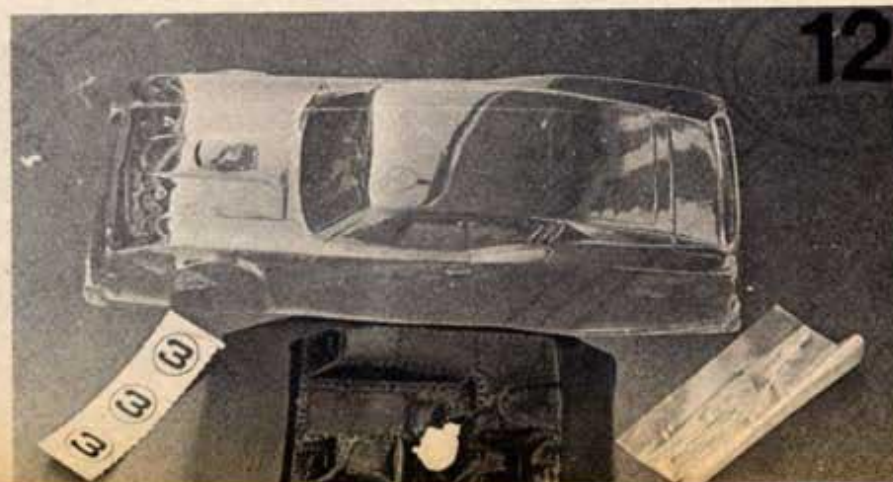
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12



IT'S A GASSER

By Bill Neumann

Cox's magnificent gas-powered Dune Buggy is a real change-of-pace machine!

Every modeler likes a change of pace now and then, so if you're ready to do a little switching, take a look at the Cox Dune Buggy — it's 12 inches of excitement, action and sound!

Realistically modeled after its full-sized counterpart, the body is injection molded in a boss silver flake finish. You'll also find all the details — bucket seats, instruments, lights, windshield, roll bar and an extractor exhaust system, with much of the goodies chrome plated.

The fun comes when you lay out an obstacle course in sand, a dirt lot, or even in your driveway. The soft vinyl semi-pneumatic tires with the wide

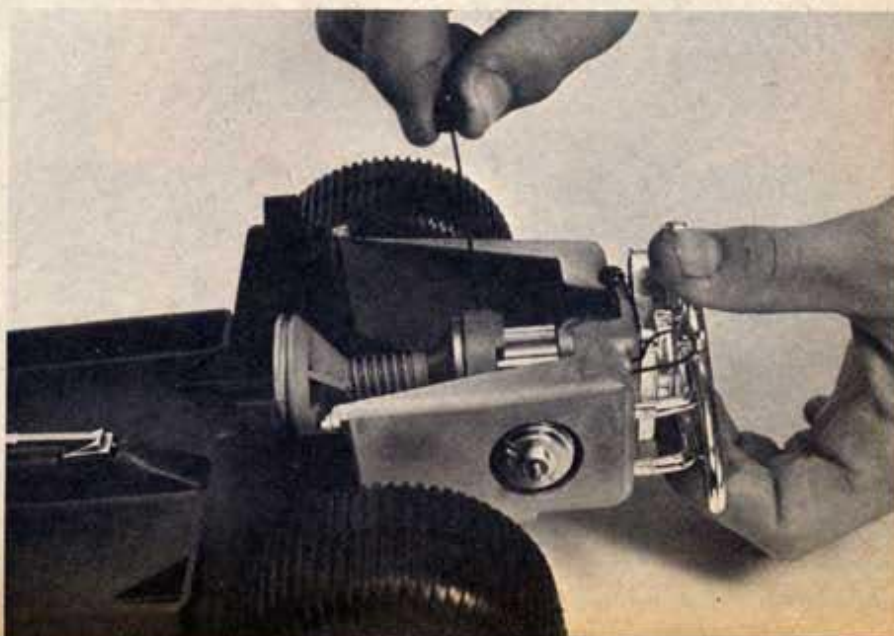
cross-ribbed rears carry the Dune Buggy over lots of tough terrain. A throttle control, adjustable steering and a low 40:1 gear ratio allow you to let the buggy run free for realistic action.

Power comes from the reliable Cox .049 engine, equipped with an easy starting recoil starter. The pull cord is made of braided wire for long-lasting

service. The engine is mounted to a die-cast aluminum enclosure to protect it from sand and dirt. And it's even got an oversized carburetor air cleaner for extra safety.

Next time you're at a hobby shop or toy store, be sure and take a look at the Cox Dune Buggy. You can't help but get the message to "bug out."

Die-cast aluminum engine mount fully encloses engine for protection and is mounted to high-impact styrene chassis. Wire ring at left of engine is throttle control and just in front of that is the needle valve and fuel filler tube. Recoil starter works just like the real thing, only braided wire is used in place of the rope for long trouble-free service. In an emergency, string may also be wrapped around front fan for starting.



◀ Sand or dirt makes an ideal realistic setting for running the Cox Dune Buggy. It's also easy to make all types of obstacle courses for fun-action. The Cox Dune Buggy is realistically modeled after its full-sized counterpart. Notice the glossy metalflake finish and detailing so typical of Cox models.

Steerable front wheels allows you to set a pre-determined course and it goes where you set it. Engine mount is mostly covered by a realistic VW pulley cover and extractor exhaust system. The Cox Dune Buggy can be purchased separately, which is the way to go if you have fuel and battery left over from other cars or planes, or complete with all the accessories shown — battery, fuel, hook-up wire, wrenches and fuel filter.



Soft vinyl semi-pneumatic tires carry the Dune Buggy over all kinds of stuff with traction to spare. Wide rear tires have deep cross ribs — ideal for sand.

Interior features bucket seats, instruments, steering wheel, stick shift and brake control. Clips just under roll bar latch down body after engine is started. Holding them in allows body to be lifted on its forward hinge.



THE "CLEAR ROOF" ROD

By Robert Schleicher

One of the most intriguing aspects of model car building is that you can copy or create show cars of just about any description from basic kit parts. The model kit makers have enough variety of engines, chassis, bodies and wheels among their vast array of kits to yield just about any part you want. Just as the builder of full size rods shops the junkyard for cars and pieces to build the "ultimate" rod, the modeler can shop his hobby dealer to pick out kits that have whatever parts he needs to make a truly individual rod or custom.

If you're shopping for particular models of real rod parts, like we were in building this car, you may have to buy four or five kits. If you want to think of it that way, a car like this can cost \$8 to \$10. You still have enough parts leftover, however, to build three or more complete cars. Avid model car builders will often accumulate dozens of partial kits in this manner. If you're one of those, you may well have a Pontiac engine, or a set of American mag wheels, or some of the other specific parts waiting in your own kit collection. There is no firm reason, either, why you must use exactly the same engine and wheels we did. Substitute whatever you wish for wheels, engine or truckbed. In this case, we tried to build as exact a duplicate as possible of a particular full-size rod, Doug Wachsman's magnificent Model "T" truck. You can do exactly as we did or simply use the truck/rod idea to create your own design from whatever kits and parts suit your fancy.

Builders of real 'rods roam the junk yards in search of just the parts they need. A model rod-builder searches his hobby dealer's shelves. These four Monogram 1/24 scale kits, some sheet plastic, and clear plastic photo album mounts are needed to build a near-exact replica of Doug Wachsman's real-life Model "T" truck/rod.

Doug Wachsman's rod 'n truck is a one-off show-stopper. With no kit for the car, the only solution is to put one together from various Monogram kits!



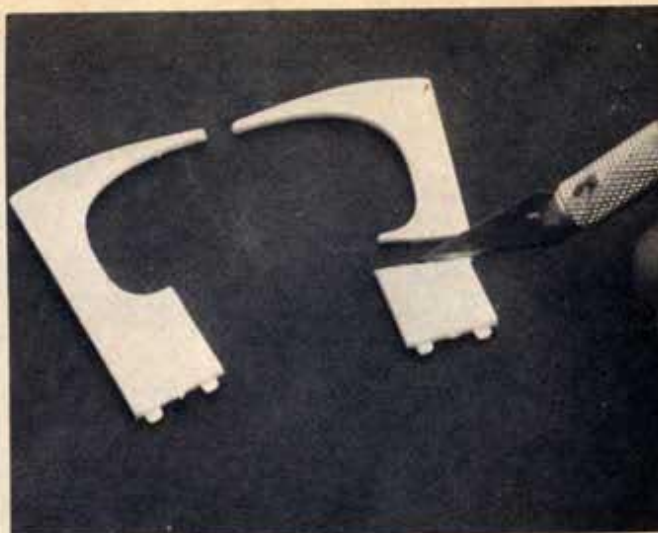
If you're considering the construction of Wachsman's rod, or any other Model "T"-based design, we'd suggest you start with Monogram's "Little T" kit. This exactly-molded kit contains the same basic frame, front and rear suspension, and body that ALL such rods begin with. The kit even offers you a choice of the stock "T" rear deck, a short pickup bed, or an antique Ford race car gas tank. Given a

basic chassis that is correct, and that fits together beautifully, you can replace the engine or wheels with items of your choice from other kits. The body in the "Little T" is dead-accurate as well, and a perfect place to start for chopping or converting into a truck as we did. Again, this is about the same approach a builder of a full-size rod will take — start with the basic "T" and let your imagination GO!





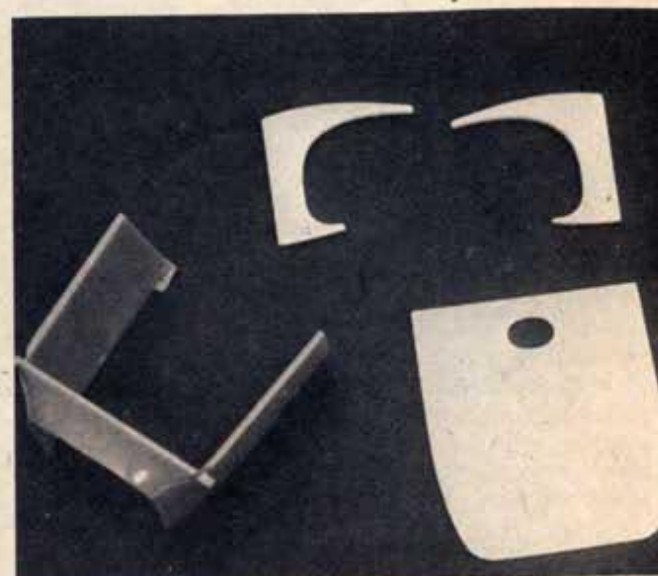
Most of the chassis and engine parts are from the Little "T" kit, with air cleaner and heads from the Hurst Hairy Olds, wire wheels from the 1934 Ford, and the cab, wheels, tires and truck bed made from Beer Wagon kit parts.



Top of Beer Wagon's cab is sliced to match the contour of the upper edge on the Little "T" body.



Body sides are held in place while a straight edge marks where to chop rear of the roadster body piece.



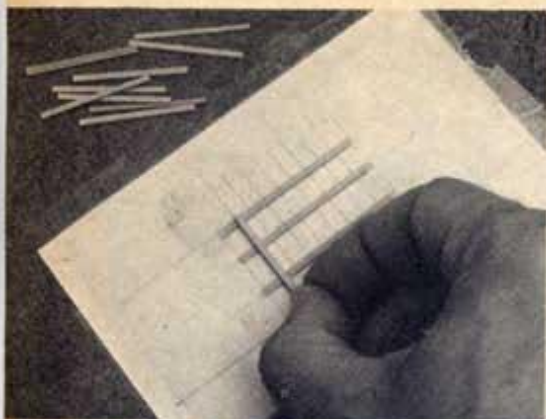
Back side of truck body is cut from Plastruct brand .030 inch sheet plastic to match the shape of roadster body.



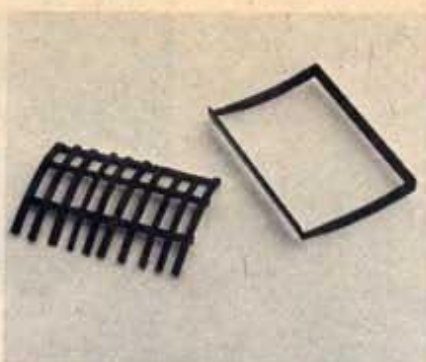
Rear of interior is cut off to fit the chopped body, the side flanges cut away, and interior glued inside body.



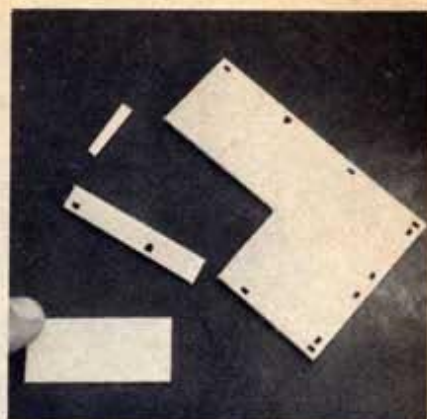
New side and rear panels of body are test-fitted, interior installed, and new body panels glued in place.



The .030 inch thick plastic is cut into 1/16 inch wide strips with a sharp hobby knife and glued into the lattice roof pattern.



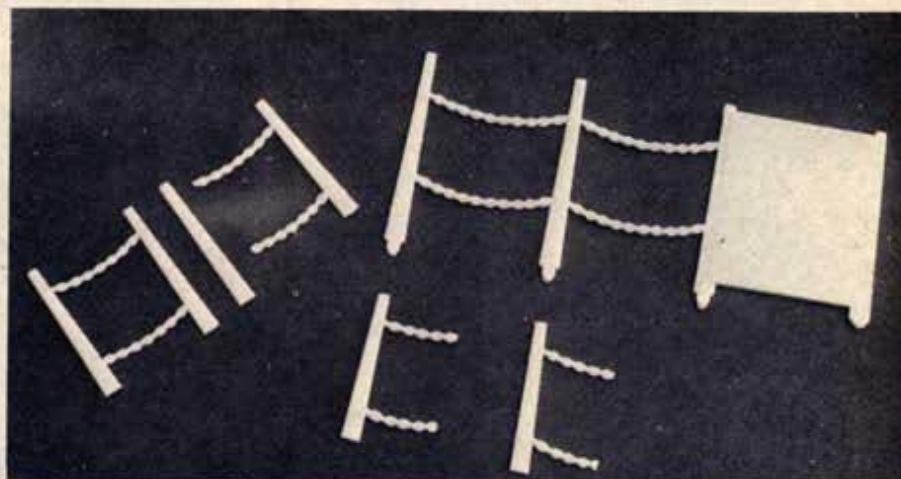
Side roof molding is cut to match roof curvature, with 1/8 inch wide front and rear pieces cut from the .030 inch plastic. The lattice bracing piece is curved to match the roof after lattice's glue joints dry.



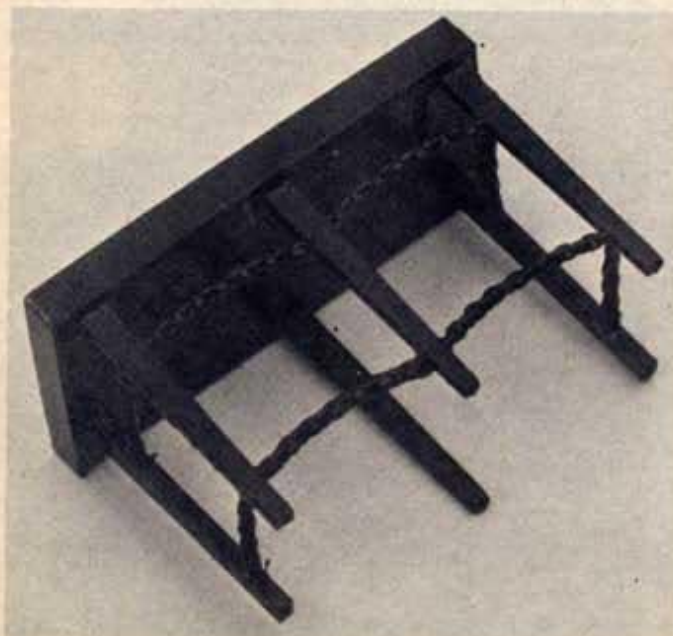
Floor of the Model "T" truck bed must be cut from one edge of the Beer Wagon's bed to retain wood grain texture.



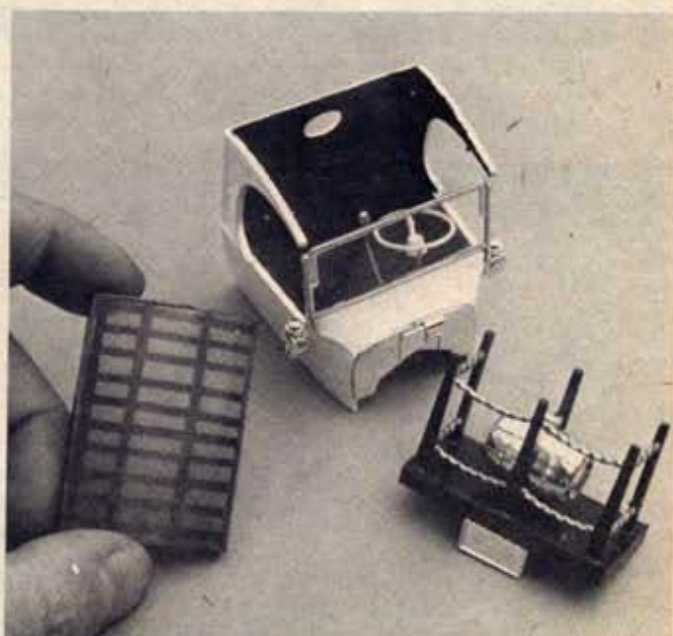
A 1/8 inch wide strip of .030 inch plastic is used for frame around bed, with vee-grooves filed into backside so plastic will fold.



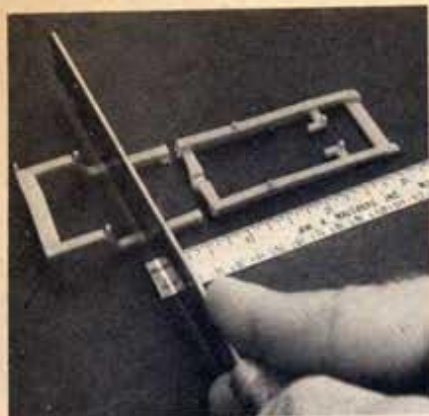
Beer Wagon's rear tailgate (left) is cut apart as shown and one side gate (bottom) cut apart to use on tiny "T" truck bed.



Much-shortened and narrowed Beer Wagon truck bed is used on this roadster, with gas tank from Beer Wagon mounted on top.



Contact cement is needed to glue clear plastic cover over lattice-like top. A thin coat of orange lacquer "tints" top.



Little "T" frame is shortened 3/4 inch by cutting a segment from each side of rails, then gluing the ends together again.



Drive shaft is only shortened 1/2 inch. Little "T" engine block must be assembled so crank pulley just clears front of chassis.



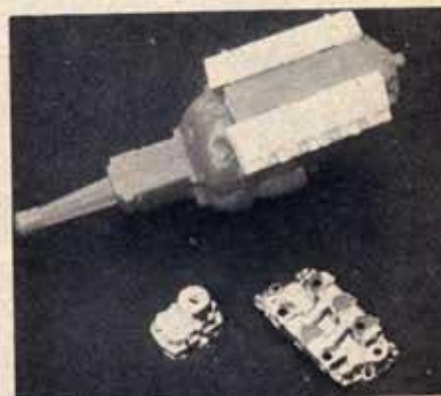
The last 3/8 inch of each Little "T" header must be removed. Winged caps on the ends of headers will be used on front wheels.



Centers of outer wheels halves, from '34 Ford kit, are cut as indicated; then painted bright silver.



Header caps, wire wheel inserts and front wheels from Beer Wagon are combined to make copies of famous 1953 Buick Skylark's bolt-on wire wheels, seen on real rod.



Little "T" Chevy engine is converted into a Pontiac with heads and valve covers from Hurst Hairy Olds. 'Olds blower end was used to simulate stock Pontiac carb between Little "T" manifold and 'Olds air intake chamber.



Hurst Hairy Olds wheels are glued to Little "T" brakes. Basic chassis and suspension are stock Little "T" kit.



Rear wheel outers are from Monogram's T'Rantula kit. Completed model is a 1/24 scale copy of the full-scale car; right down to the correct wheel styles!

THE AMERICAN COLLECTOR

By David Sinclair

Ever since the wonderful 1/43 scale Rio cars for collectors first became available in the United States, six years ago, collectors recognizing the superior craftsmanship of this Italian firm have been requesting that they do an American classic. Finally heeding the demand, Rio selected probably the best-known classic of all — the 1941 Lincoln Continental V-12, and we predict it will be the greatest sales success of any 1/43 scale collectors car ever in the American market. And we hope it will meet with equal success in the European market, as well, so Rio will be encouraged to try other American cars in the future.

I recently received advance samples of the Continental and hopefully by the time this article appears it will be available in quantity for the thousands of enthusiasts who will be sure to want it. The overall appearance is very good. Rio's scale and proportions never leave anything to be desired. Beginning in the front, the bumper looks authentic, solid bar on each side, thin split rails form the center piece. The grille, while shaped correctly, looks a bit heavy and of course is all chrome. Flat black lines painted to define the grille bars would improve the appearance if you have a steady hand and a hair-line brush. The radiator ornament is there, and while not perfect, is representative. But the chrome strip over the nose is a bit too heavy. Headlights have the large chrome trim rings used on the 1941 and the parking light are mounted above.

Windshield frame is painted, not chromed, which is correct, and the vent windows, but no "glass," is mounted in doors that open. Front fenders are not quite rounded enough at headlights and the shape of the wheel cover on rear fender is more like the '42 than '41 model, but expose just a third of the tire as did the original. So we can't be too "picayune," for the overall appearance is about as perfect as you can expect in this small scale. On the top-up version, the white top is of a canvas looking plastic with

glazed rear window and even the zipper drop panel is indicated in the top.

From the rear it has the authentic Continental look. Big trunk; spare with metal cover; license plate, and you can even make out the gas filler door. Rio didn't use spring suspension on this one but the under carriage is very well detailed.

The hood is hinged, and on the underside two long chrome horns are mounted and rise with the hood. The V-12 engine is a bit of a disappointment, for it seems much too small for this car. But this, and the fact that the seats are set too far forward, are the only major faults to be found in my opinion.

Top-up version (Rio No. 43) is a rich dark blue with white top, top down (Rio No. 44) is medium grey with black top and red upholstery. Both have good white sidewall tires.

Another review sample arrived from Rio with the Lincolns, this a 1929 Lancia "Dilambda" V-8 touring car. One of the Italian cars with great prestige, the Lancia were also known for their durability. This model has a long hood, two of the four doors open, painted wire wheels with chrome knock-off hubs, two spares mounted on rear. Front seat, steering wheel, brake and gear shift are all good, but you'd have to be exceedingly long-legged to sit comfortably in that rear seat!

The Lancia touring car (Rio No. 42) is all red with white top. Although we didn't receive a sample it will also be available in a closed four-door sedan version (Rio No. 41) which, according to Rio's literature, will be green with black top section and wheels with spares mounted in fender wells instead of at the rear as is No. 42. A welcome addition to the all too few models of cars of the "Twenties."

Dugu sends an interesting Rolls Royce drop-head convertible (Dugu No. 21) which they identify on the box as a "Silver Ghost 1933," but you'll agree it's obviously a Phantom II (How do they manage such gross

errors in their research department?). It's a huge model loaded with detail: headlights; single driving light mounted between and below headlights; parking lights; good "Flying Lady" radiator ornament; twin spot lights (all with lenses); chrome door handles; tail lights with red lenses; double R insignia on radiator and hub caps; license plates front and rear; wire wheels; transmission and exhaust pipe. Oh yes, Dugu tries hard, but somehow they just can't match Rio for authenticity and near perfect scale. The most obvious fault of this otherwise well-done model is the height of roof and windshield. Remember how kids used to chop tops so they had but a few inches of glass to peer out of and had to sit on the floor to avoid hitting their head on the top of their modified Detroit iron? Well perhaps a Rolls or two was modified like that but, I feel Dugu would have been better advised to have followed a more standard design.

Last year Dugu introduced a model which had long been awaited by the U.S. collector, the 1937 Cord Phaeton. Unfortunately, Dugu's packing was not adequate to prevent damage to the fragile bumpers and over half the models arrived from Italy in imperfect condition. As a result many collectors were disappointed when they couldn't get delivery of this model. Dugu now claims they have improved their package to eliminate this and shipments are coming through again. The Cord is fairly good. Bumpers are authentic looking, overall design good but no indication of the headlights which were probably the first that "closed their eyes" in the daytime. Two flexible exhausts emanate from either side of the hood, and being made of coil wires, they look real. The hood lifts off, not hinged, and inside it's crammed with good engine detail — air cleaners, twin horns, etc. Under the chassis you'll even find a radio antenna of the type often used in those days before present day wands came into being. Chrome frames on windshield and win-

dows is a good deal too bulky (Rio often has same fault). The rear end sits a bit too high and no spring suspension, but all-in-all it's a model you'll want, despite its small faults. Top up (Dugu No. 18), top down (Dugu No. 20) both in either orange or green.

Also from Dugu another addition to that all-to-small list of cars of the "Twenties." This, the 1924 Fiat "509" sedan (Dugu No. 14). All five windows plus the huge windshield are glazed. Sample was in maroon with black top and fenders with spare, license plate and radiator ornament. Comes in plastic display case. And from their Museo series, the 1914 Lancia Theta limousine (Dugu No. 11-M) bigger but half the price of the "509" (don't understand the pricing either except it's all plastic). This Lancia's a nice model in red with black top and fenders, spare tire, without wheel mounted on running board, glazed windows, and luggage rack.

I'm delighted to announce the creation of a new monthly newspaper for serious collectors. It's called Miniature Car Collector. It's a big paper, size-wise, 11-1/4" x 15-1/2" high, and contains eight photo-packed, highly informative pages. The large photos are excellent, printed on fine quality paper, far better than the average newspaper. I'm happy to say that I've been asked to contribute heavily to this paper, along with other internationally known collectors. The publication will be devoted exclusively to "our" type of model cars (you'll find NO slot cars, "funny cars," etc.), with interesting articles each month by guest columnists, reports on new model releases, in-depth histories of well-known (and not-so-well-known) marques, etc. If you're serious about collecting, you'll want to subscribe to this fine newspaper. The cost is \$6.00 per year for 12 issues, or \$11.00 for two years (24 issues), \$15.00 for three years (36 issues). Send a check or money order, plus your full name and address (don't forget the zip code) to: Pacific Publishing Group, P.O. Box 1821, Thousand Oaks, California 91360. There's no delay in receiving your first issue; it will arrive within a few days after you send your subscription in. We've needed a paper of this sort for a long time. Don't waste a minute - subscribe now!



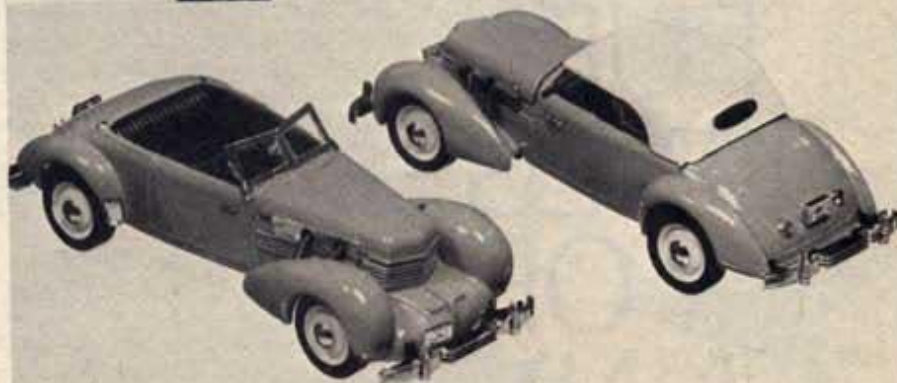
FIAT "509"

LANCIA THETA

LANCIA DILAMBDA



ROLLS ROYCE PHANTOM II



CORD PHAETON



LINCOLN CONTINENTAL

LINCOLN CONTINENTAL 1941
LANCIA DILAMBDA V-8
ROLLS ROYCE PHANTOM II
CORD PHAETON 1937
FIAT "509" SEDAN 1924
LANCIA THETA 1914

RIO 43 & 44
RIO 41 & 42
DUGU 21
DUGU 18 & 20
DUGU 14
DUGU 11-M

Metal/Plastic ****
Metal/Plastic ****
Metal/Plastic ***
Metal/Plastic ***
Metal/Plastic ***
Plastic ***



FUEL LINES FOR FUNNY CARS

The insane tangle of fuel
and electrical lines
can place your models
in the contest-winning class.

The kits you see on your dealer's shelves today are often-as-not accurately-reduced miniatures of actual racing cars. Somehow, a model of one of the out-and-out racing cars adds a bit more excitement to your shelf than customized street car. One of the sources of this excitement is, of course, the fact that these 1/25 scale kits are fully-detailed miniatures. The body of the model has the same shape as the real car, with decals to spell out the billboard-like logos that identify the owner and sponsors of a current racing car.

MPC's kit for Charlie Allen's "Saddleback" Dodge Dart is but one example. MPC has turned its designers' talents to producing a full collection of the more famous drag and road-racing cars. The interesting fact about these miniatures of real racers is that each contains dozens of details not normally found in kits selling for less than \$2.00.

Like MPC's kit for the Landy Dodge Charger, Eliminator Cougar, Malco Mustang, etc., the "Saddleback" Dart features a fully-detailed chassis, engine and interior to match the body. As interesting as these cars are on-the-surface, the real excitement appears when the bodies are hinged up to reveal the life-like racing chassis beneath.

Each of MPC's racing car kits offers the modeler in search of something with super-realism the chance to build a real contest-quality miniature. Each kit provides easy-to-fit-together pieces that make the assembly of the complex chassis and engine a simple task any builder of one of these kits is virtually assured a well-detailed model. For something a bit better-than-kit-stock, the experienced modeler is going to have to add a bit of detail to the kit. With all of the "hardware" molded into the plastic pieces, about the only details lacking are the fuel and electrical lines and cables so obvious on the real cars.

At first glance the dozens of lines and wires seem too complex to even attempt on a model. Most builders just ignore all but, perhaps, the spark plug cables. The ones who copy most of the other lines and cables are the ones who usually win the contests! The "secret" to duplicating these various pieces of hose, wire and cable is to isolate the fuel system from the high tension (spark plug, distributor, etc.) wiring system. Taken one at a time, it is relatively easy to trace the paths of, say, the fuel lines, as they travel from tank to pump to the injector or carburetor. The fuel line system used with fuel injected and supercharged engines is the most complex of all but even it is easy to duplicate if you just follow the paths of the lines as they pass from the injector pump to the supercharger's intake and exhaust manifolds.

The photos and captions define the procedure used in adding the fuel lines to the "Saddleback" Dart's blown-and-injected Dodge 426 Hemi. The missing lines and cables are one of the first "errors" you'll note in a photo of a model-trying-to-look-real. Adding at least these fuel lines to your 1/25 scale engines will take them just one step closer to real-life.



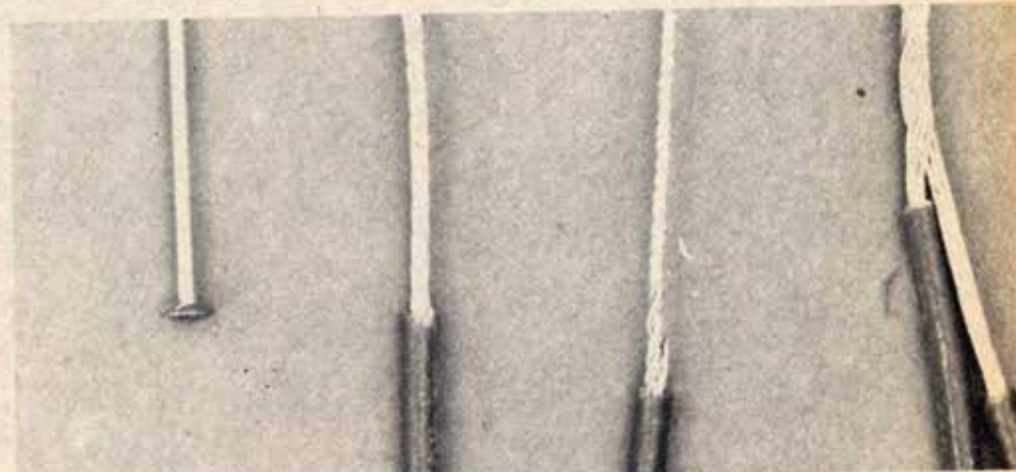
Assemble the basic engine block and transmission from the "Saddleback" kit, leaving chrome parts off until later.



The fuel lines from the fuel tank to the fuel pump to the injector pump are the shielded-type. Use No. 14, No. 16, or No. 18 wire.

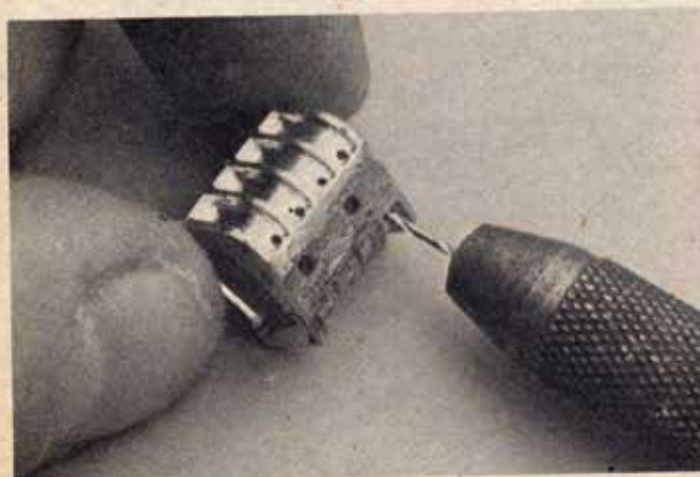


Separate the No. 14, No. 16 or No. 18 wire into individual strands. Try to find the silver-colored wire at an electronics shop.

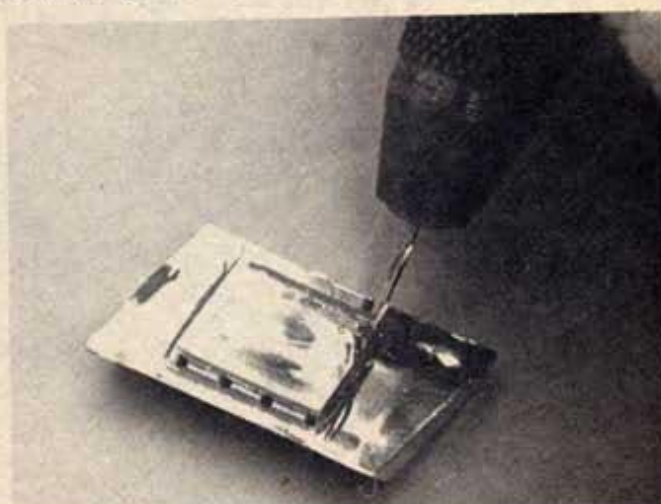


Seven-stranded, No. 18 gauge wire is twisted tightly and evenly to a diameter about equal to a pin (left). This is fine for most fuel lines. Center wire has only three strands twisted together

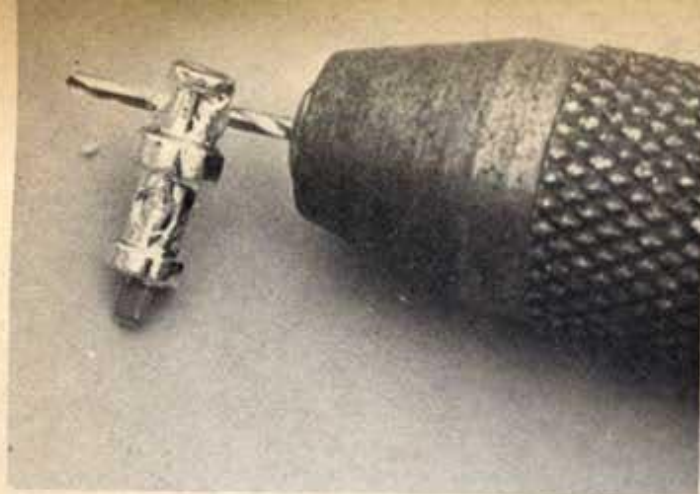
for use as a tachometer cable. Two No. 18 gauge wires are twisted together (right) to make a 14-stranded wire that is about right for a 1/25 scale version of a shielded oil hose or water hose.



Black nylon thread is used to duplicate the plastic-covered fuel lines near the supercharger. Drill eight No. 69-size holes, four on each top side of the blower.



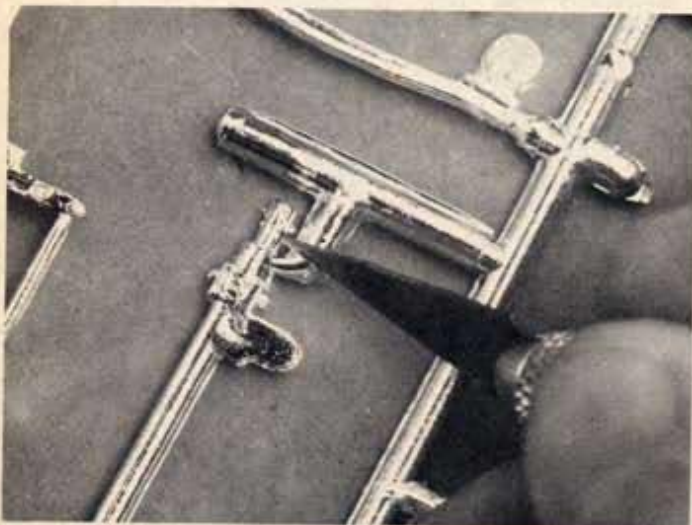
Drill eight more No. 69-size holes in the intake manifold sides as shown. Fuel is injected into both blower and manifold.



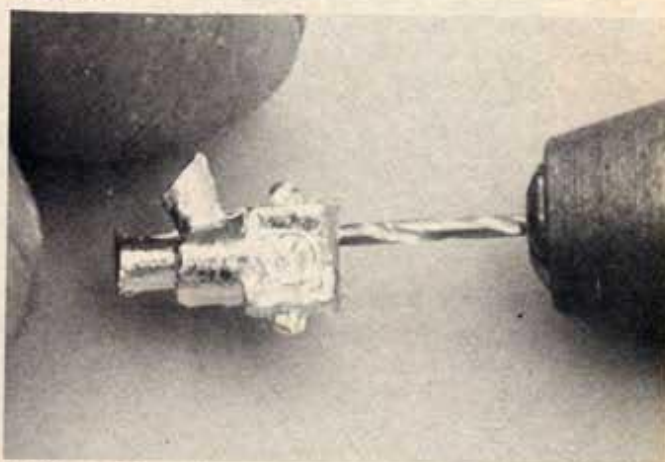
Drill a No. 63-size hole through the top and another through the side of the fuel pump to fit the seven-stranded wire.



Drill two No. 63-size holes in the side of the fuel tank to fit the seven-stranded wire (fuel line) for intake and overflow.



Current blown engines use hydraulic operated valves to deliver fuel to the injector's distributor blocks. A close copy of one, in 1/25 scale, can be cut from a duplicate "Saddleback" front axle. Trim from sprue, just as shown, then cut spindle end from axle. Axle mount for kit part No. 14 (tie rod) is also cut away as a separate piece to be used as a 1/25 scale fuel distributing block.

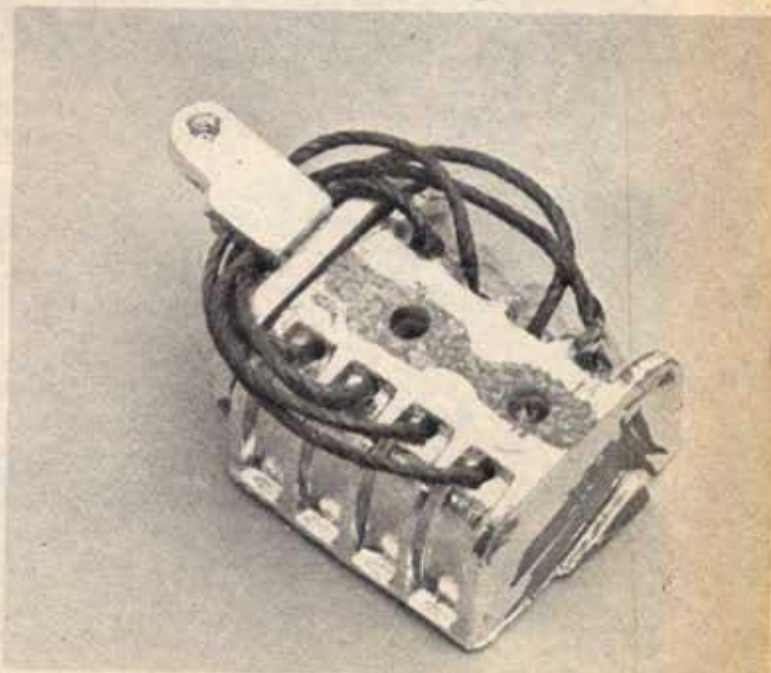


Drill two No. 63 holes in the end of the cutoff spindle, one hole in the angled leg, and one in the left leg of part.



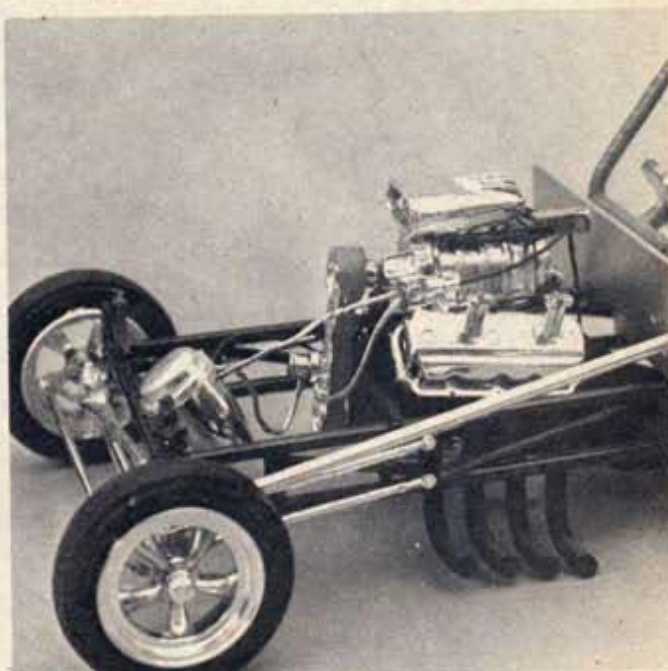
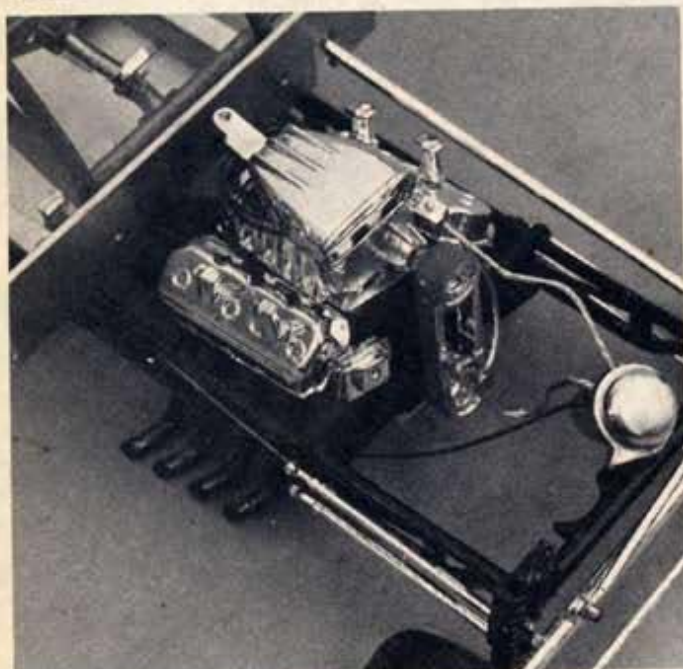
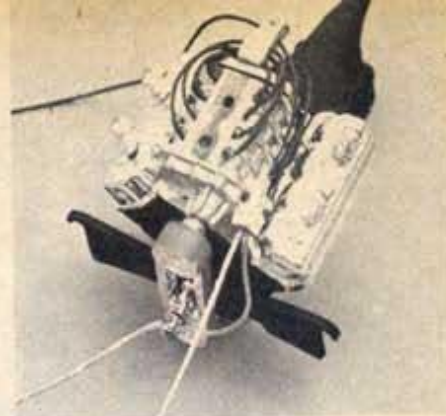
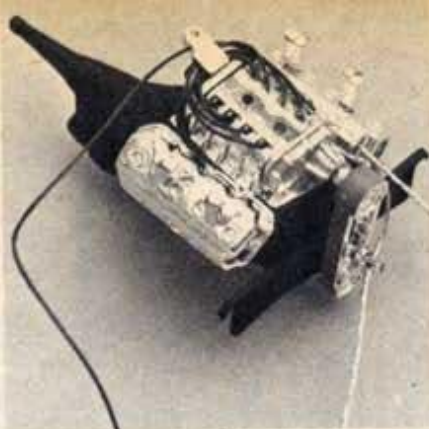
Cut off a 1/8"-size cube of scrap plastic and drill five No. 69-size holes through one side. Loop four pieces of black nylon thread through four of these holes, with each end of the thread fitted into the holes drilled in the intake manifold.

32/Model Car Science



Drill five more No. 69 holes in the tie-rod mount (cut from the front axle) and loop thread through these to eight blower holes.

All of the engine chrome and painted pieces can now be assembled. Fuel valve (from axle spindle end on model) is glued to side of blower. The seven-stranded wire leads from fuel pump to lower hole in fuel valve. Line from upper hole is overflow return to fuel tank. Black nylon thread serves as fuel lines from rear of fuel valve to distributor blocks on manifold and blower. Black nylon thread from lower fuel block to fuel tank is another overflow return.



Glue the engine, complete with fuel lines, into the chassis along with fuel tank. Connect the three fuel lines to the tank. The various wires from the magneto to the spark plugs are a simple addition left off, here, so they will not be confused with the fuel lines.

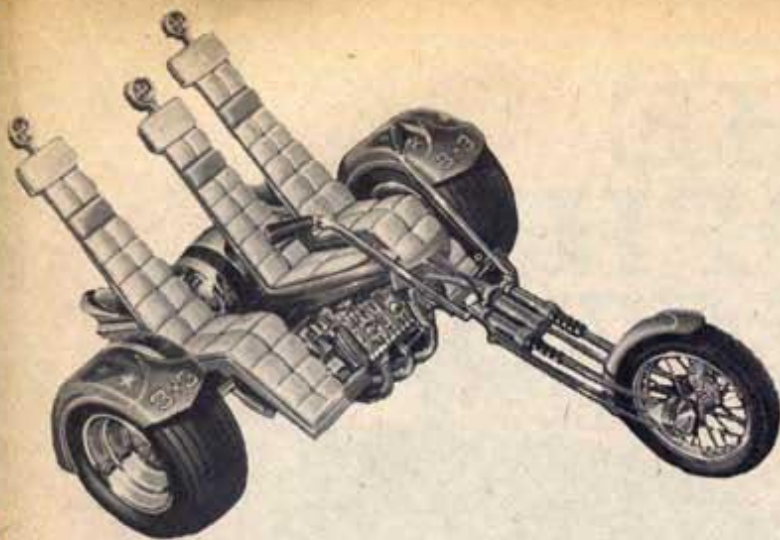
With the body propped in the "maintainance" position, the detailed-with-fuel lines engine is clearly visible in chassis. Photos of full-size "Saddle-back" reveal location of the fuel lines we have fitted as well as the other electrical lines and driver control cables. The chassis frame is red and the engine block black on this "funny."



WINNER!



1970 FORD ECONOLINE CHATEAU CLUB WAGON IN SUPER SIZE 1/20 SCALE! The one you've been asking and asking and asking for! The one that's super, super detailed. Like opening side and rear doors; stock, race pit and ambulance versions; opening side windows; A-frame with moving dolly; 3 bench seats and 2 bucket seats; super detail engine with separate pistons, camshaft and crankshaft; complete ambulance interior including litter and folding bench seat; engine stand, tools, and on and on and on and on and on! In one word: **WINNER!**

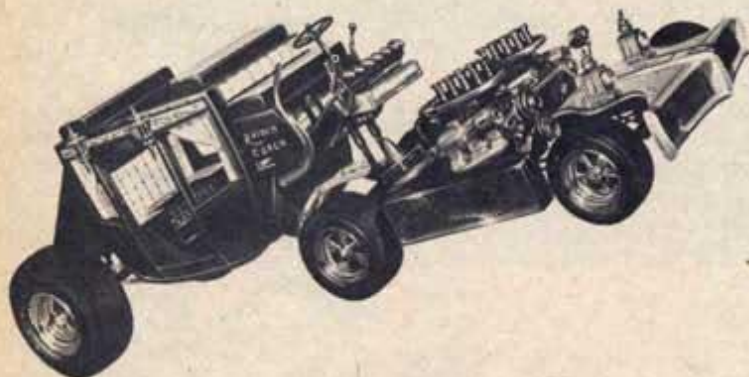


ZINGER!

3 + 3 CHOPPER IN BIG 1/12 SCALE! Harry Bradley has designed the chopper of all choppers! Three seats . . . three wheels! Plus the wild Kawasaki three cylinder engine! Plus aircraft-type rear tires. Plus soft thermo plastic seats. Plus steerable front wheel. Plus the most advanced styling on three wheels ever! In one word: ZINGER!

POPPER!

THE POP CORN WAGON IN SUPER SIZE 1/20 SCALE! Carl Casper's great new show stopper! The wildest he's ever done! And it's all in the kit! Brass-plated parts. Chrome plated parts. A double-blown 426 Hemi engine. Opening rear window. The authentic antique pop corn popper. Giant slicks. Custom parts from front to rear. Super detailed super-chassis! In one word: POPPER!



SWINGER!

RAIDERS COACH IN 1/25 SCALE! George Barris has done it like never ever before! Get this: Built for Paul Revere and the Raiders, this hummer has two GTO engines up front supplying all the horses, more stacks than a factory, a stage coach body, six tires with giant mudders at the rear, GTO front section, amplifiers and scale figures of the Raiders! In one word: SWINGER!

Four great new kits! Build them . . . describe them! In one word. Send that word to us. We want to hear from you. We'll send you our complete kit catalog in return. Make it an "In" word . . . make it your own word . . . make it one word. Send your word to:

One Word, Dept. F, MPC, 126 Groesbeck Highway, Mount Clemens, Michigan.



THE ONE WORD IN MODEL KITS!

MODEL PRODUCTS CORPORATION, MOUNT CLEMENS, MICHIGAN 48043

THE "TROPHY COLLECTOR"

Here's Phase III of our H.O. screamer



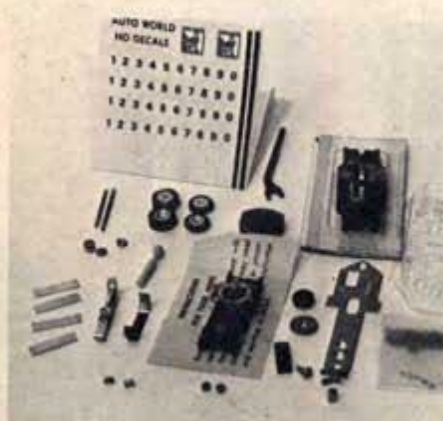
The new rash of HO speed equipment really fascinates us. It almost isn't worth while to scratch-build a car anymore. We decided to build the Phase III car using only commercially available speed equipment instead of making our own. However, the Phase IV car will be almost entirely scratch built. All of our tests are being run on the new Ridgeroute Raceway.

"Ridgeroute" is ideal for testing cars because of the many steep hills, sharp esses, long straights, and its almost vertical downhill straight. It's remarkable that even a car such as this Phase III car with its rewound armature won't overheat after several rugged laps.

It is much easier and far less costly to purchase the items needed for Phase III rather than stripping a complete car. The items needed are:

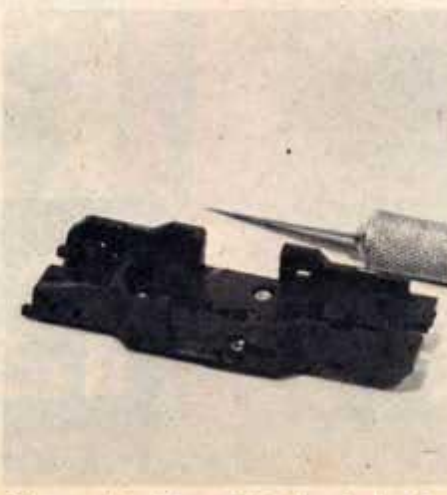
Aurora chassis No. TJ8329
Aurora crown gear No. TJ8322
Aurora idler gear No. TJ8319
Aurora idler rear retaining clip No. TJ8326
Aurora pick-up springs No. TJ8314
Champion guide pin No. 0014-C
Champion brass pan No. 005-A or LaGanke brass pan No. 320

LaGanke silver plated pick-ups w/pg tails No. 231
LaGanke Tiger Mags No. 310
LaGanke brass wheel spacers
LaGanke Wrench No. 3190
LaGanke silver brushes No. 170
LaGanke rewound armature on gear plate No. 270-A
AJ's No. TK 110 rear wheels (silicone)
AJ's No. TK 310 front wheels.
Auto World No. AW16 decal sheet
Auto World HO driver figure
Lancer clear plastic Can-Am body



It is much easier and far less costly to purchase the items needed for Phase III rather than stripping a complete car. The items needed are:

36/Model Car Science



Cut out the sides of the chassis just in front of the magnet retaining lugs.



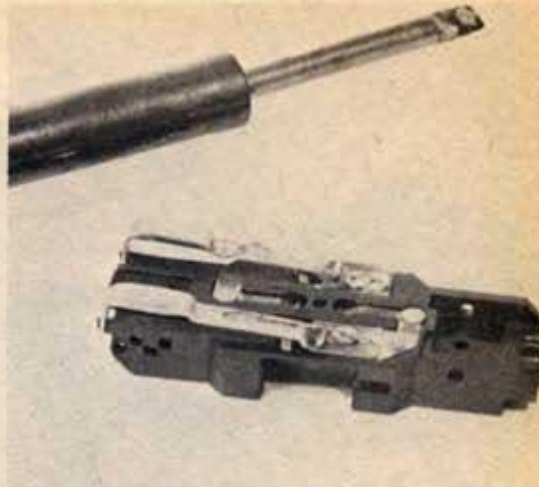
Press the brush springs further into their holes to increase the pressure of the brush against the commutator.



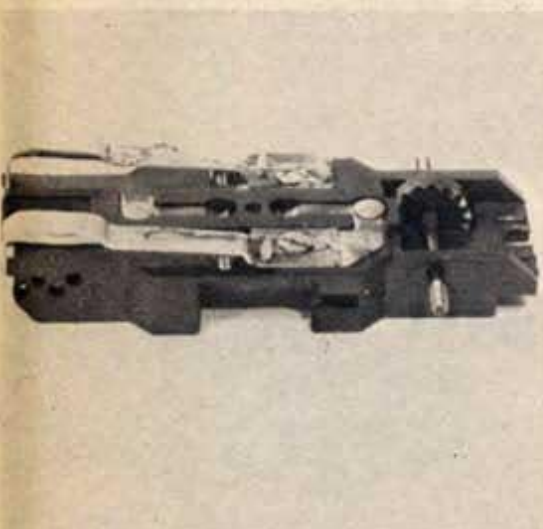
Carve a notch into each brush with a swedish file to prevent brush rotation.



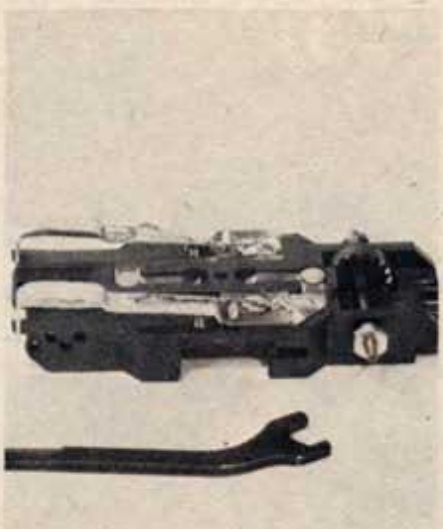
Install the stock brush springs and pick-up arms.



Solder the pigtails to the stationary brass segment of each pick-up. Remove the iron from the work surface immediately after the solder begins to flow to prevent melting the plastic chassis.



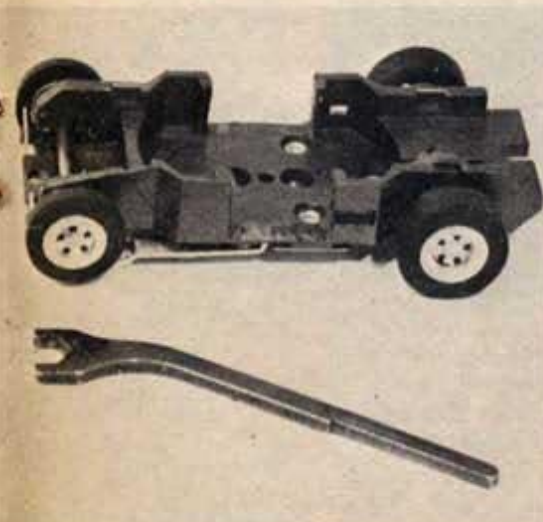
Hold the crown gear in place while pushing the threaded axle through. Measure the distance that the axle protrudes on each side and adjust it to make it even.



Add axle spacers and loosely thread on one of the 0-80 nuts.



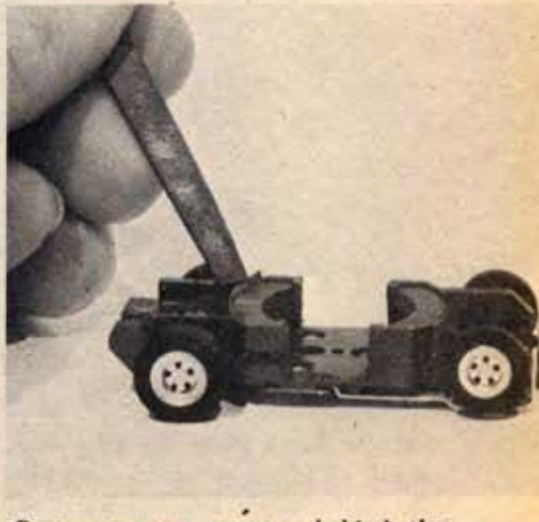
Thread the rear wheel on and tighten the jam nut against it.



Check the wheel base of the car you'll be using before installing the front wheels.



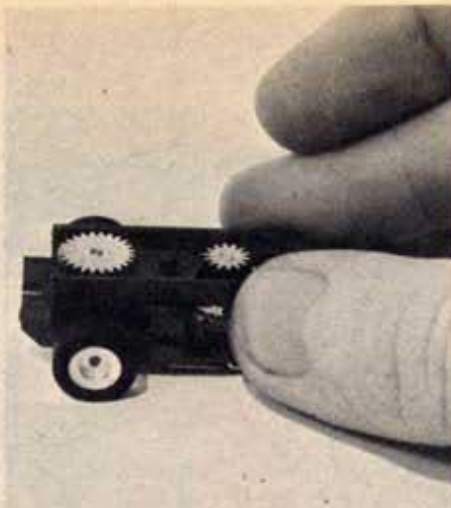
Slip the hi-density "Tiger Mags" into their slots. If the car runs in the wrong direction, swap the magnet position.



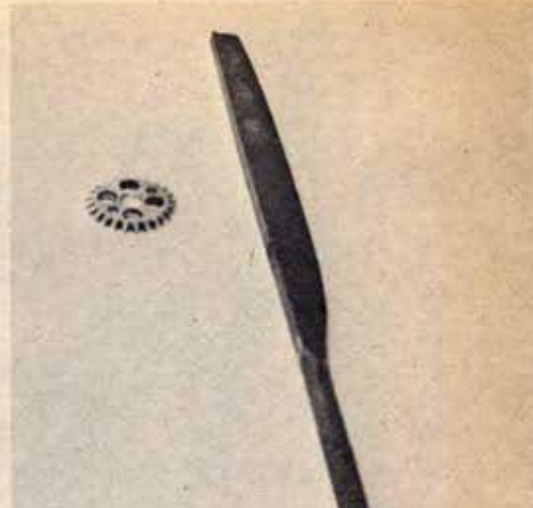
Press as many spacers behind the magnet as needed to keep it from rattling and to space it in closer to the armature.



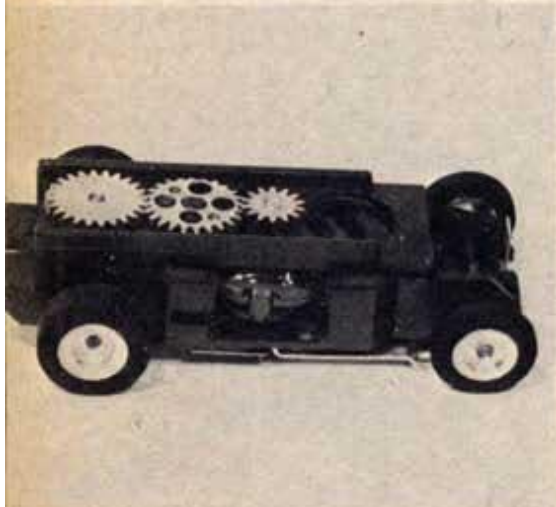
Insert the brushes with the slotted side against the brush spring.



Apply a DROP of oil to the armature shaft hole and install the gear plate assembly.



File the idler gear to $\frac{1}{2}$ its original width and drill several lightening holes in it to reduce the friction and reciprocating weight.



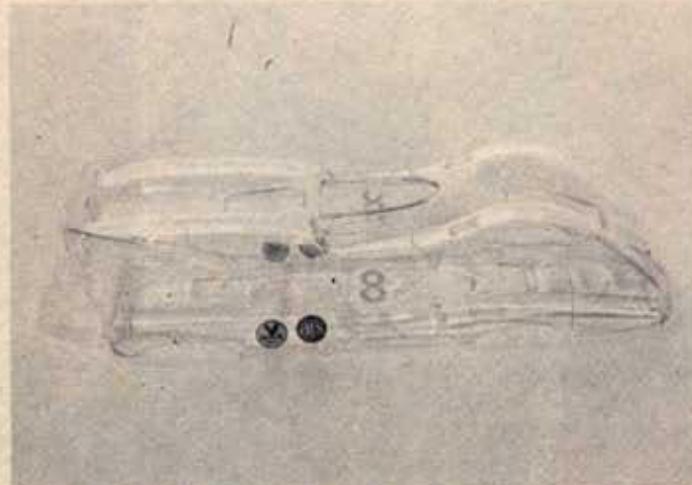
Apply one drop of oil to the idler gear shaft and install the gear.



Bend the retaining clip in slightly at the center and snap in place.



Screw the pan chassis and flag to Lancer's body mounts with the screws provided, *not* with self tapping screws.



Cut the body along the trim lines. Install all of the decals in place from the inside of the body. Solvaset will help the decal form itself around the contours of the body. Liberally coat each decal with clear enamel or Russcoat.

38/Model Car Science



Paint the body from the inside with one of the paints designed for slot car bodies. Enamel will only chip off and lacquer tends to curl a body.

Snap the body over the body mounts. It may be necessary to use a dab of contact cement on each mount. Since this is an article on chassis mods, we didn't show all of the detailing possible on this type of body.

The Home Layout of the Month

Enter this new contest for 1/32 and 1/24 scale home tracks and win a one year subscription to MCS!



The winner of this month's one year subscription to *Model Car Science* for the best home layout is Don Westgate, 74 Christina Cr., Scarborough, Ontario, Canada.

Don Westgate's beautiful three-lane, 42' home track is the subject of this month's "Home Layout of the Month" contest. It takes up a space 6-1/2' x 11-1/2' and is supported by six legs. These are bolted to a framework of bracing, topped by plywood sheeting. Over the sheeting is placed the actual track surface. Don didn't mention what type of material the track surface is, but we suspect particle board, probably 3/8" thick. Slots are hand routed. The edges of the table are finished off with plywood panels.

The control panel has a built-in test track, voltmeter and radio. The flick of a switch turns on two yellow lights on the course, to warn drivers that a car has spun.

Power to the track comes from a 12 volt car battery, but Don plans to replace it with an M.R.C. two-amp transformer.

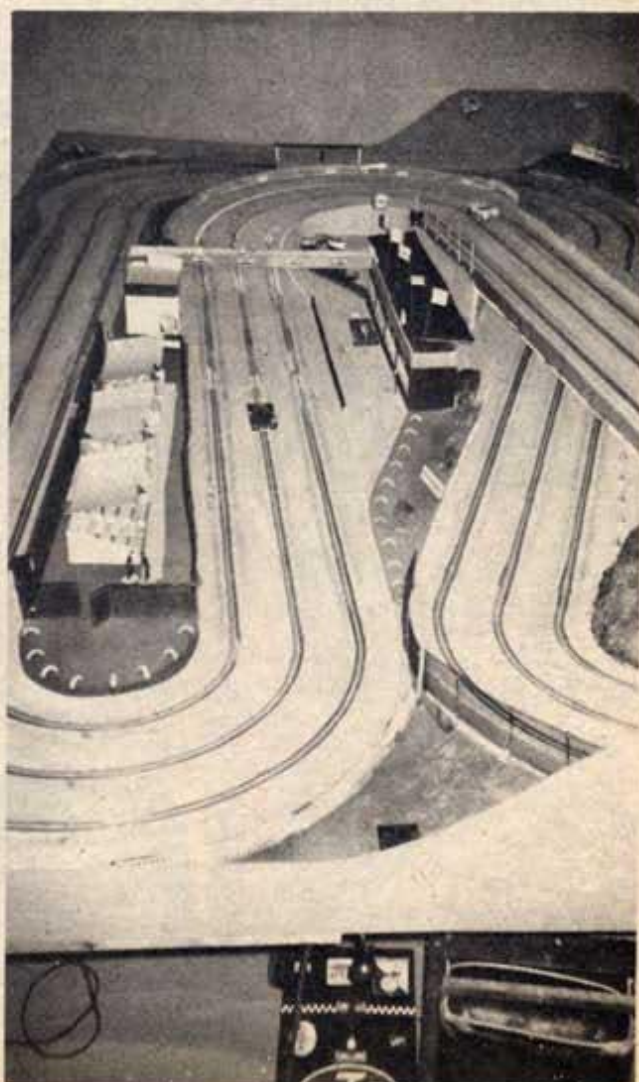
All buildings are hand-made, except for the Monogram grandstand on the back straight. More spectators, pit crews, etc., will be added later. The pace car is a Shelby G.T. 500, built from a Revell 1/32 Mustang. It is usually parked in the paddock.

A good lap time is 5.3 seconds, turned by a stock Cox 1/32 scale ready-to-run Ferrari.

Beautiful track, Don. Your one year subscription to MCS is on the way.

You can win this contest too! Takes good clear black and white photo (or two) of your home track (this contest is for 1/32 and 1/24 tracks only; if you want to enter an H.O. scale track, enter through "Small Stuff," elsewhere in this issue) and send it to: The Contest Editor, Dept. H., *Model Car Science*, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month.

Get with it, and good luck!



Model of the Month

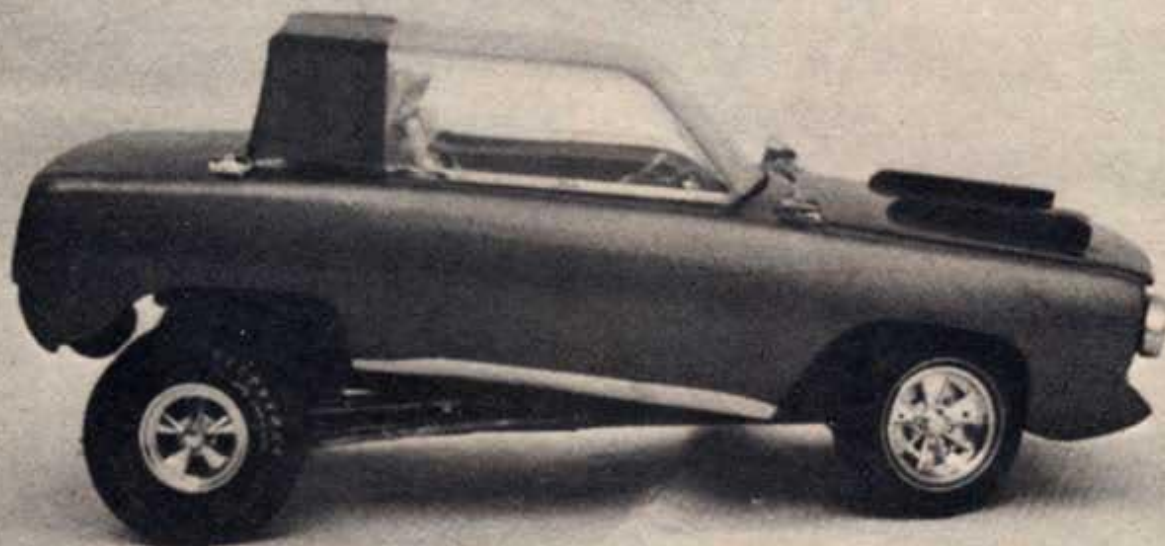
HOW TO ENTER

You can win this superb Dremel Moto-Tool kit if your car takes first place in our contest! Simply send a few sharp black and white photos (no color shots please) of your best car, along with a description of what you've done to it. Be specific when mentioning the parts you used, as other readers are interested. Send your photos and description, plus your full

name and address to: "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3 Los Angeles, California 90064. Sorry, no prizes for other than first place, except the pride you'll feel when you see your car in the pages of MCS!

HERE'S WHAT YOU CAN WIN!

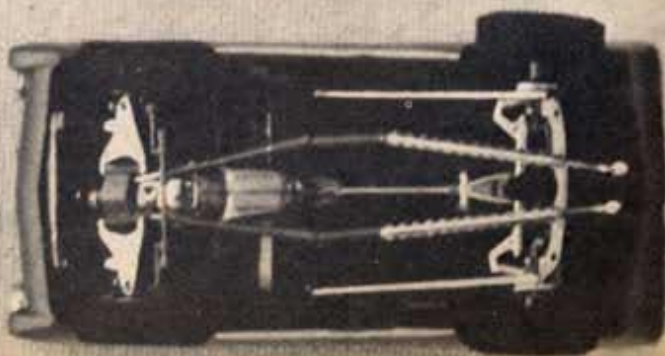
The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for model-

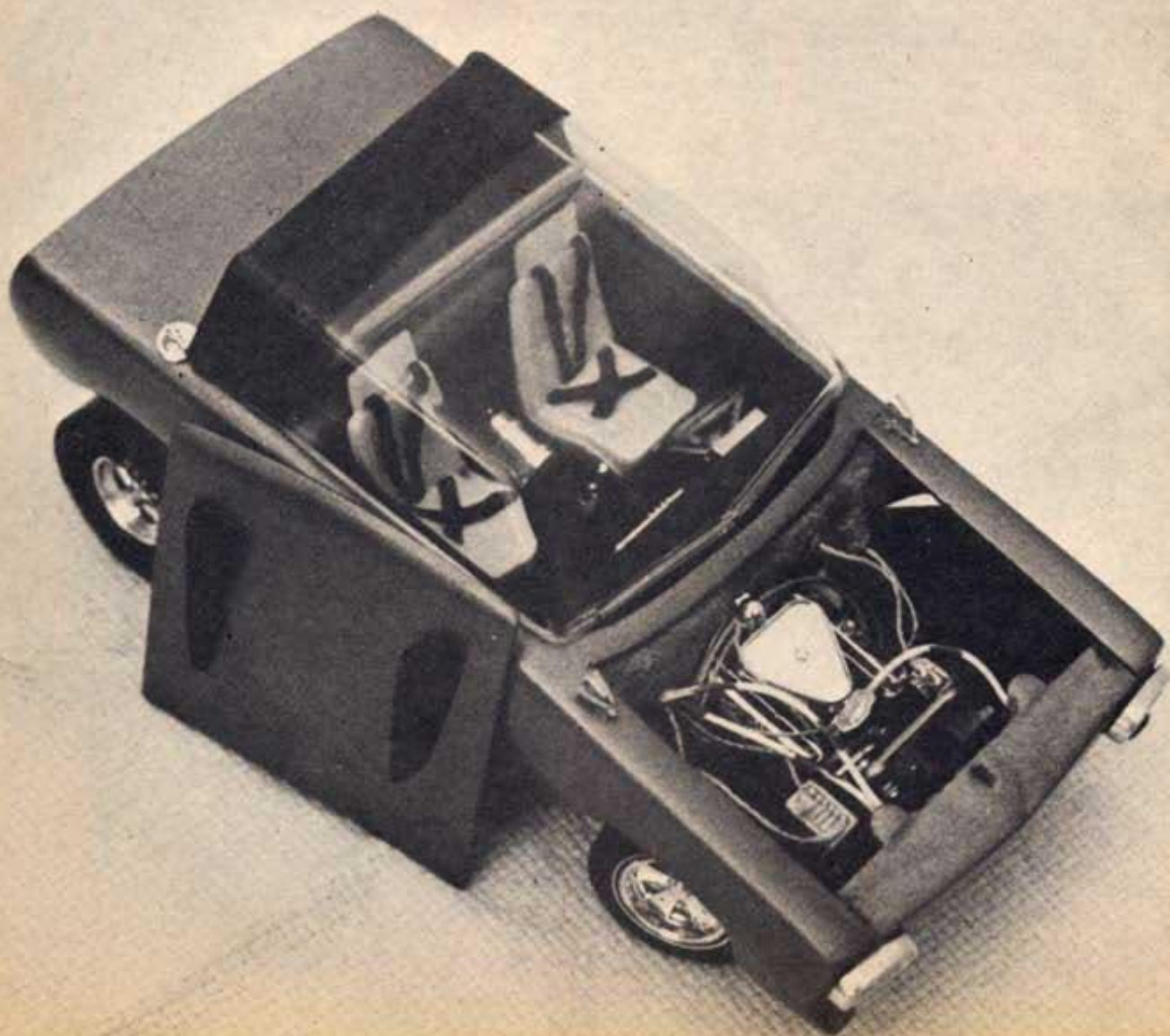


The winner of this month's Dremel Moto-Tool is this wild styled custom by Fred Hague, 903 Third Avenue, Croydon, Pennsylvania, 19020.

A lot of putty, parts and patience went into the construction of the body. It originally started out as a 1963 Pontiac hardtop. The rear end came from a Mercury kit with tail lights from MPC's '69 'Vette. The 427 engine and chassis with its steerable wheels came from the same kit. The clean looking greenhouse is a reworked Dodge Deora roof.

Detailing abounds throughout Fred's car, including the nicest interior, chassis and engine compartment that we've seen in quite a while.







David Faelling of Clintonville, Ohio, showed a lot of originality and thought in his construction of the "Centaur."

The rear half of the body is AMT's '68 Mustang while the front half is from MPC's Mako Shark kit. The window posts were made from scrap plastic. A Camaro frame was chopped 1/8" and modified to accept a Corvair engine. The body was painted with gold leaf and clear paint. *Very nice, Dave!*



Ron Thyen of Winnipeg, Montreal, Canada, used MPC's 1960 Corvette as the basis for his M/SP Gasser. The chassis, moon tank and bucket seat came from Revell's '53 Studebaker. Detailing includes gas lines, battery cables, plug wires, and rip-cord. The name, "Brutus," was installed with black Letraset letters. The finish coat is two coats of Testor's clear over competition yellow. *Et tu, Ron!*

Bill Logan, Palos Verdes, California, built his 1968 MPC Dodge Coronet stock, with the exception of a flashy paint job and flashing lights. In case you're not a California resident (or Mod Squad devotee) let me introduce you to the scourge of our highways, bi-ways, and other street racing digs — a police car, complete with Dodge's 440 Magnum. The shot gun, screen and radio were some of the details added by Bill to give the car a more authentic appearance. Testor's gloss black and white was used to finish the car.





MCS will have to make some 1/25 scale "Support your local Police" bumper stickers if we keep getting police cars like we have been! This beautiful group of police equipment was built by Patrolman Donald E. Johnson, of Loves Park, Ill., Police Department. Don was inspired by a May, '65 issue of MCS which featured an LA Fireman who built model Fire Engines.

Most of the car models available are top-of-the-line two-door hardtops, and not the stripped four-door sedans used by the Police. This meant that all of Don's cars had to be converted from two-doors and de-chromed before he could modify them into patrol cars.

A. IMC's 1948 Ford was built completely with the exception of a siren from MPC's 1928 Lincoln, a piano wire antenna and the decals from MPC's Jeepster kit.

B. This unit was built from a Jo-Han '68 Plymouth. Decal, electronic speaker, and roof rack came from a '68 Dodge kit.

C. The Paddywagon was built from a '64 Ford pick-up kit. Sheet styrene was used for the body. The wheels and rear step came from Lindberg's Fire Engine kit.



1968 PLYMOUTH



1964 FORD PICK-UP

1948 FORD



NAMRA RACE REPORT

The Glen Cove and Nutley races were decided after battles that would do credit to any Grand Prix races!

GLEN COVE

First, with Grand Prix racing almost extinct in 1/24 racing, with the exception of NAMRA programs, it was quite refreshing to attend the latest event of this type held in Glen Cove, New York. The track was not new to Eastern NAMRA members, having been the same track we ran 1/24 GP's on once before, but one tends to forget what its like to run on an all-flat track. No banks, just flat turns! the word is "delightful," and very realistic, to say the least. True you don't go booming into the turns, but you sure can see who can drive and which cars handle.

As with all NAMRA scale racing programs this one was once again sanctioned by NAMRA and sponsored by *Model Car Science* magazine. And the hardware pictured here shows this. It seemed, prior to qualifying, that many of the regulars had forgotten how to set up an inline, what with much stalling and pleading for time in the pits. But when the last car had been registered and teched in, the display of quality workmanship spoke volumes for NAMRA's scale car racers. The entire field was really one heck of a sight with some very handsome machinery. In fact, twelve cars were pulled out for judging in Concours event.

The F.I.A. ruling regarding the banning of wings was known, but those cars that had prototypes raced prior to the ban appeared in model form with their wings in place and ready to take any advantage they might find in using them. Such, however, was not the case in the actual race. The most obvious change that had taken place, and obvious in the pictures, was the almost universal use of scale, but monster type front tires. The NAMRA theory and mechanical advantage of these huge tires has been discussed before so we won't go over it again, but this was the first showing of almost an entire field using them. And you know, they look good!

Some drivers had been heard mumbling about the first appearance this year of the present NAMRA Champion, Roy Wong. Some did not figure him for being any threat, having been



Trophies for the MCS-sponsored, NAMRA-sanctioned 1/24 GP race. One for each of the first four places in the three events.



The twelve cars that made it after the qualifying heats. Note the wings, more for appearance than function, but also not the use of the large front tires.



A rifle is not part of the goodies carried, but sure does help keeping peace in the pits.



Home from engineering school with a few more closely kept speed secrets, current NAMRA Champion, Roy Wong.



Main event winners, and don't let those smiles fool you, Ed Benardella, Charles Cressi, Frank Bianchi, (he's standing on Charlie's foot) and Roy Wong.

away from racing for so long. But those who knew better would have been happier if he had stayed home once again.

Roy, who has been kept pretty busy with his engineering studies, showed up as usual with an immaculate car that appeared to need little, if any pre-race tuning. And this, as in times past, worried the more knowledgeable even more.

Qualifying over, the lineup read Charles Bottjer, Ed Lamp, Ginny Encke, and John Roche, a well matched group of drivers for the Consie.

The Semi list was made up of Chuck Hansen, Dom Peluso, Jose Rodriguez, and his nemesis Peter McCarthy.

The Main even contestants were Charles Cressi, Frank Bianchi, Ed Benardella (current point leader), and of course, Roy Wong.

The Consie got under way with the immediate mechanical breakdown of the Encke car, and it remained in the pits for the entire event. The race itself started off with Bottjer going off and hiding by himself, with Roche close behind. The Lamp car began to give signs of early gear trouble that plagued it throughout the entire event and kept it from getting any higher than third. Bottjer, running as smoothly as ever, continued his grip on the lead

right to the line with Roche finishing a not-to-distant second.

The semi got under way with Rodriguez jumping into the lead (for a change), thanks to a last minute tire change. Hot behind him was the very fast car of Dom Peluso, staying within striking distance throughout. McCarthy, with yet another one of his far-out chassis designs, showed even more determination than usual by threatening both first and second. Hansen, who usually runs faster, seemed preoccupied with keeping his car from destroying itself, and the race finished as it had started, Rodriguez coming across the line first but only one lap ahead of the second place Peluso, who had never given him a chance to breath. McCarthy's design proved better than had been expected and he was able to wrap up a comfortable third ahead of fourth place Hansen.

Now the one they all waited for, the main event, the one that would see if the Wong touch was still there, and if the old men, Cressi and Bianchi, could do anything about it.

Wong turned the first segment a full five laps ahead of second place Cressi, two ahead of Bianchi and four ahead of Benardella. A little disheartening to say the least. When the second segment gave all indications of being a re-

peat the three other drivers seemed to back off slightly and have a go at racing amongst themselves to leave Wong to run around cutting even 40 lap segments to himself. And it was obvious there really was nothing they could do about it anyway, since the Wong car seemed to be able to pass them anywhere, anytime. Benardella, who had been figured to run second, suddenly found himself running fourth due to a private race Bianchi and Cressi seemed to be having amongst themselves. The "friendly" rivalry was quite obvious, with the Bianchi car neatly putting a wheel to the Cressi car, which immediately decided to try its ability at soaring. With bad results! The smile on Bianchi's face as he shouted an apology to Cressi was indication enough and Cressi launched himself on what must be considered a suicide type of race. Unfortunately, the time lost getting his car back on the track was too much and Bianchi roared home in second, one lap behind Wong. And that's making up time! Cressi squeaked to third and Benardella, who seemed to have been caught off guard by all the personal races, could do no better than fourth.

Concours again went to Rodriguez for a new Ferrari, prepared for this particular race. At least, it wasn't the Eagle again!

NUTLEY RACE

Our second race report takes us again to that high speed shop known as the home of the Eastern jet-set Nutley Raceway. As usual, the track was fast, clean and ready for another show. There were still some feelings about the high cost of racing machinery after the last NAMRA event here, but this was to be an exceptional day for all.

Registration indicated that some of the local hot thumbs wanted once again to try their hand at this NAMRA brand of racing, and listed among the entries were such names as John Gorski a youthful thumb that gives every indication of being another Ursaner, one of the country's finest chassis builders Tony "p", and if one wasn't enough, the illustrious Sir Bob Emott himself. Bob complained throughout the race about having to set up a chassis for 1" tires, but being one of the old guard NAMRA members, we knew it was just a lot of Emott talk.

Registration over, tech got started and found that the usual amount of "trying to slip it by" antics still prevailed except in the case of these super pro drivers who had followed the rules right out the window. All but one, that is. Pete Von Ahrens, or "PVA" as



The lineup for this one extends right out of the picture.



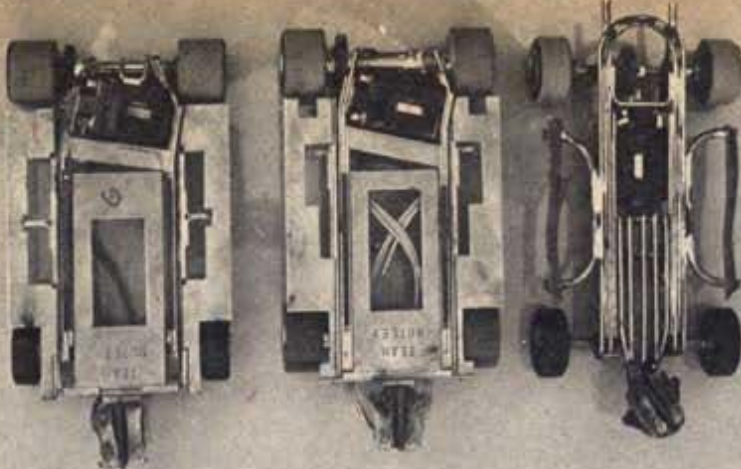
The fast bank at Nutley, and some interested spectators.



Bob Emott, still complaining about the bump!



The Consie lineup showing a quiet Charles Cressi.



The winning cars, l. to r., the Gorski chassis, the Emott chassis, and that woe-begotten inline of Cressi's.



The event winner, Bob Emott, Semi; John Gorski, Main; And Charles Cressi, Consie.

he's known to the racing world, appeared representing Mura only to have his Porsche, with its under scale tires turned back, along with the documentary proof he said had come from reliable sources in California. They sure must run small tired Porsches on the West Coast and unlike anything know here in the East or Europe! But Pete, who has sort of a healthy attitude, smiled and took the rejection well and went on to marshal.

The event called for Gp and/or sport types and the lineup indicated that the speed theories reach even into scale land with the bulk of the cars being low sport types and only one or two coupes to be seen. Even before qualifying got started it became apparent that the race was to be the new pro type entrant against the old guard NAMRA driver. Fortunately, as it must be, all were, by then, paid members in NAMRA. But still, Tony "P" insisted this would show who really goes fast, and it did.

Qualifying indicated that the field would be evenly split with two old guard members pairing off with two new members from the other side of

the fence.

The Consie brought Pete McCarthy and Charlie Cressi up against Barry Deshong and Bill Taylor. This, an indication that the Cressi chassis has not, in 1/24 anyway, kept up with current design practices, would you believe an inline? The race underway, Cressi proved that age does have its advantages — experience — and he racked up a first in the first segment, followed by Deshong and Taylor, with McCarthy hurrying on. Somehow, Cressi never gave up the lead and Deshong, who was considered a favorite, could do no better than fourth. Second was taken by a very fast McCarthy who appeared with yet another new and different chassis design under a... would you believe Howmet Turbine coupe! Third went to young Bill Taylor.

The Semi brought together two old-time friends, long separated by different racing worlds. Emott faced Rodriguez and Jim Demerell with Charles Bottjer. Rodriguez had something new for this race, as he had proved by blowing off Cressi during qualifying. It was a new chassis that he had built for just this race by none

other than Tony "P". The race on, Emott shot off into a small lead, followed by Rodriguez, a lap behind, and dogging him. Third for this segment went to Demerell, and fourth to Bottjer. The second segment saw Emott again holding a one lap lead over Rodriguez, with Demerell and Bottjer holding their original positions.

The third segment saw Rodriguez making a move that obviously unnerved Emott to the point where he completely launched his car on the short straight going into the tunnel, leaping up high enough to smash the guard rail on the overpass. But this action obviously also unnerved Rodriguez, for he overcooked it in the right loop and any time gained was lost. So the third segment ended as the previous two.

The final segment came on with Emott all repaired, but muttering about a bump in the track, and Rodriguez kicking himself for having lost it. This last segment was the fastest, and clearly showed that Emott is one of the elite in the driver ranks, and that, given a jet-set type chassis, even old men like Rodriguez can push Emott to the point of tears. They finished as they had started, Emott first, Rodriguez second, one lap behind, Demerell third, a few more down, and Bottjer fourth.

The big one came up with a very mixed bag of drivers, John Gorski, the fast and very young hot thumb, Frank Bianchi, fast and a little mean, Benardella, defending his point standing with a new and very fast car, and another young man by the name of Hahn, quality unknown.

The segments got underway and Gorski disappeared. The closest anyone could come to this whiz was eight laps down, and it took everything Bianchi and Benardella had to do it. Hahn, one lap less took fourth.

Second segment saw a repeat, Gorski setting identical time and running away, Benardella taking second, Bianchi finding himself in third and Hahn moving in on him.

The third segment again saw Gorski pull off another ditto and Bianchi moving back into his shadow, with Hahn ahead of him. Benardella was third.

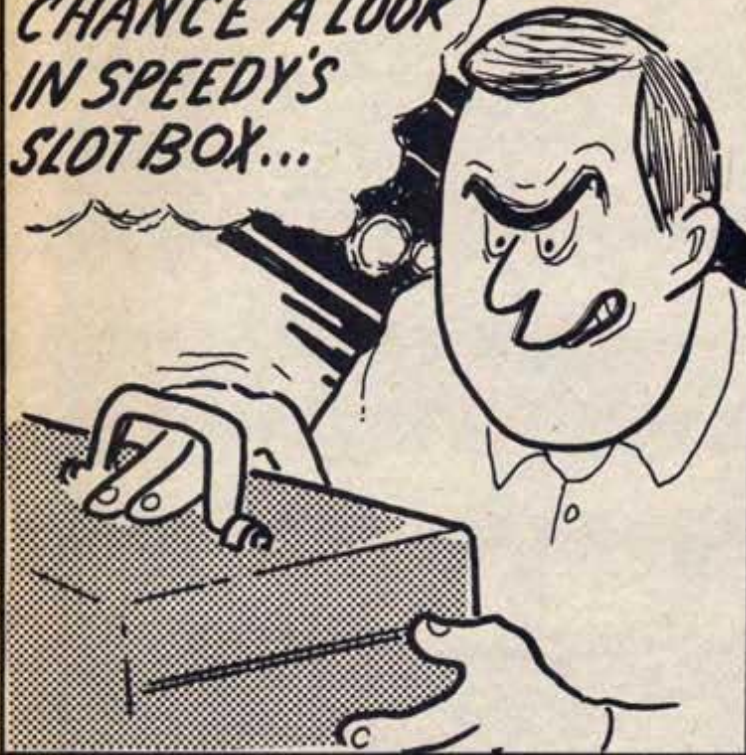
The final segment would, barring mechanical breakdown, see Gorski take it, but the other spots were still up for grabs. And when the dust had settled, Gorski had done it, his first and we hope not last NAMRA win. Second, Ed Benardella proved he earned his NAMRA points. Third, young Mr. Hahn, with a well-deserved placement, and last, but as he said, "ahead of Cressi," Frank Bianchi.

Next month, the NAMRA Regional.

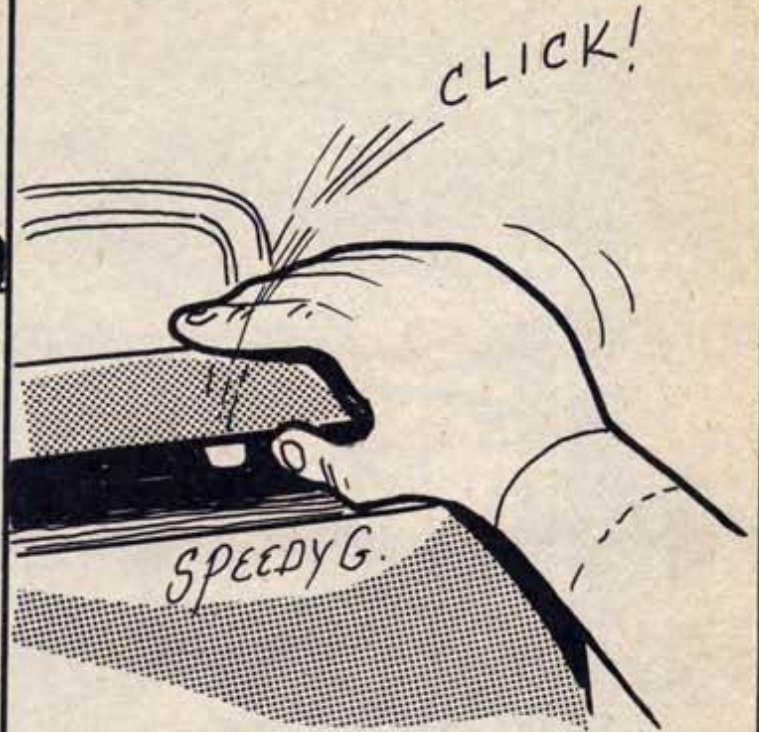
SPEEDY

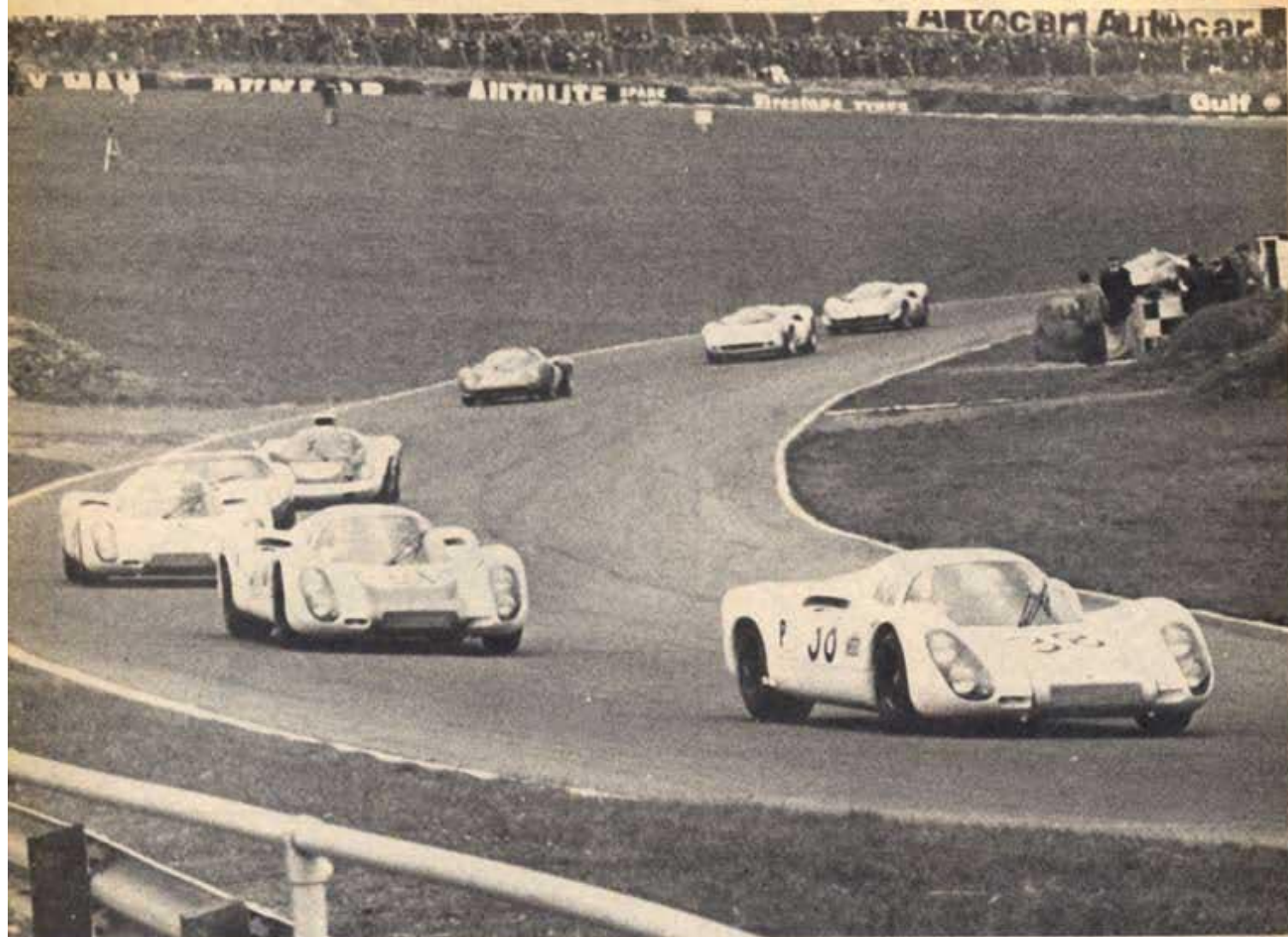
by Puckett

IM GONNA
CHANCE A LOOK
IN SPEEDY'S
SLOT BOX...



CLICK!





There are many ways in which slot races can be organized. An invitational event, an international championship or, a regional inter-club competition may require several heats and semi finals to determine the champion. But what about a small neighborhood group with informal rules, many beginners and hardly more than one or two cars per person? This article describes a very simple way to conduct a fair and square competition for just such a group.

The basic idea is simple. Each entrant uses one car through the whole evening but he has a spare car in case the first one is irreparably damaged. Everyone runs against every other man in different heats and on all lanes of the slot track. The only task remaining is to work out the schedule which allows everyone to see the order of events and his opponents. The best way to illustrate this is by an example. (See Fig. 1.) In this particular case there are three lanes, color

coded red, white and blue. Each competitor is given a code letter. In the example there are six entrants, namely A, B, C, D, E, F. In heat #1, A is on the "red" lane, B is on white, while C is on blue. In heat #2, they simply shift over to the next lane and in heat #3 they shift once again. In heat #4, B and C were given a few minutes rest while E and F oppose A. These three will now race on the three lanes. In heat #7, A is replaced by C. And so it goes, everyone is paired with everyone else until they all have had a chance to race on all lanes against everybody. In our example everyone competed nine times. Fig. 2, is a tabulation of results for each heat. The winner gets five points, 2nd place three, while 3rd place earns one point. No points are given if the car (or its substitute) does not finish the required number of laps in each heat. At the end of the 18th heat everyone's score is added up and the person with the highest total wins.

It is obvious of course that for a different number of lanes or competitors a different schedule will have to be made. It is a good idea to keep schedules in your files as they can be used every time the conditions are the same i.e. when the schedule is made for the number of persons present. The number of laps to be run in each heat should be equal and should not exceed 20 since a high number of laps will stretch out a competition too long if there is an unduly large number of competitors present. They can be divided into sub groups and the top three finishers in each group should advance into semi finals.

While the competition can be completed when the scores are added up (as shown in Fig. 2), we found it interesting to run semi finals by having the top three finishers run off to determine the best in that group while in the remaining group a semi final can be held to determine the best man in that group. The

FIG. 1
SCHEDULE OF HEATS

3 LANES
RED, WHITE, BLUE

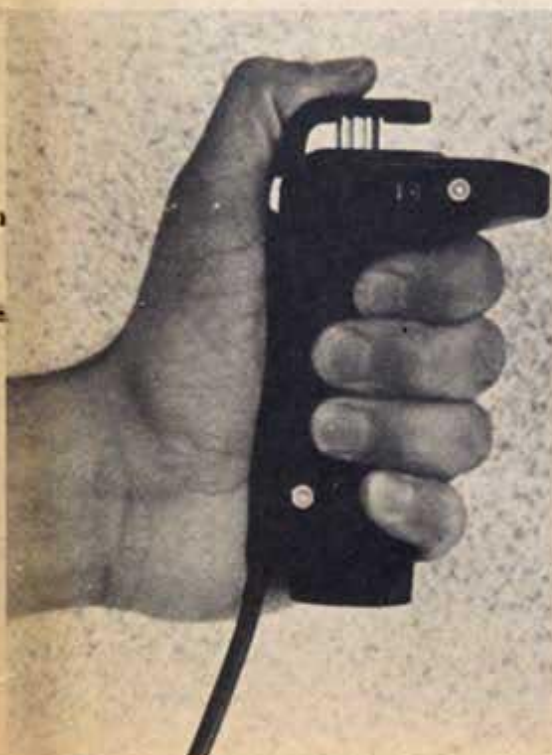
6 COMPETITORS

A
B
C
D
E
F

HEATS →	1	2	3		4	5	6		7	8	9
RED	A	C	B		A	F	E		C	F	E
WHITE MIDDLE	B	A	C		E	A	F		E	C	F
BLUE	C	B	A		F	E	A		F	E	C
HEATS →	10	11	12		13	14	15		16	17	18
RED	D	B	E		B	F	D		A	C	D
MIDDLE	E	D	B		D	B	F		D	A	C
BLUE	B	E	D		F	D	B		C	D	A

GET ORGANIZED!

Here's how to run your club races so everyone gets a fair shake



Grand Prix is the final event of the evening with a real long race and double points awarded for each finisher. Only the best men from the semi finals advance into the Grand Prix. Conceivable that a not so fast, yet steady, driver may win the Grand Prix by working his way up steadily through the eliminations and doubling his points in the last race. It is obvious that this type of scheduling promotes good sportsmanship and will demonstrate that steady driving and practically no luck are enough to wind up Grand Champion.

It is also a good idea to prepare a card for each competitor showing the heats he is scheduled to run in, his opponents and racing lanes. This allows every man to prepare his car in time.

Some groups connect their track master-switch to a timing device which turns off the track current for approximately two minutes between each heat. When the current is turned on again you'd better be ready or the race will start without you!

If elimination type semi finals are held, make sure that everyone is well aware of the rules. For instance in our group there were six racers. When the tabulation of the 18 races was published, we let the top three enter the first semi final but they were told that the last finisher will not be allowed to enter the Grand Prix. Instead, his place was to be taken by the fastest driver in the second (slower) group. The results of the races are shown on Fig. 3.

FIG. 2

RESULTS OF HEATS

COMPETITORS

Heats	A	B	C	D	E	F
1	5	3	1	—	—	—
2	5	1	3	—	—	—
3	1	5	3	—	—	—
4	5	—	—	—	1	3
5	1	—	—	—	3	5
6	5	—	—	—	3	1
7	—	—	5	—	3	1
8	—	—	5	—	3	1
9	—	—	5	—	3	1
10	—	1	—	5	3	—
11	—	1	—	5	3	—
12	—	1	—	5	3	—
13	—	3	—	5	—	1
14	—	3	—	1	—	5
15	—	3	—	1	—	5
16	5	—	1	3	—	—
17	5	—	3	1	—	—
18	3	—	5	1	—	—
TOTAL	35	21	31	27	25	23

CHAMPION: A

RUNNER-UP: C

THIRD: D

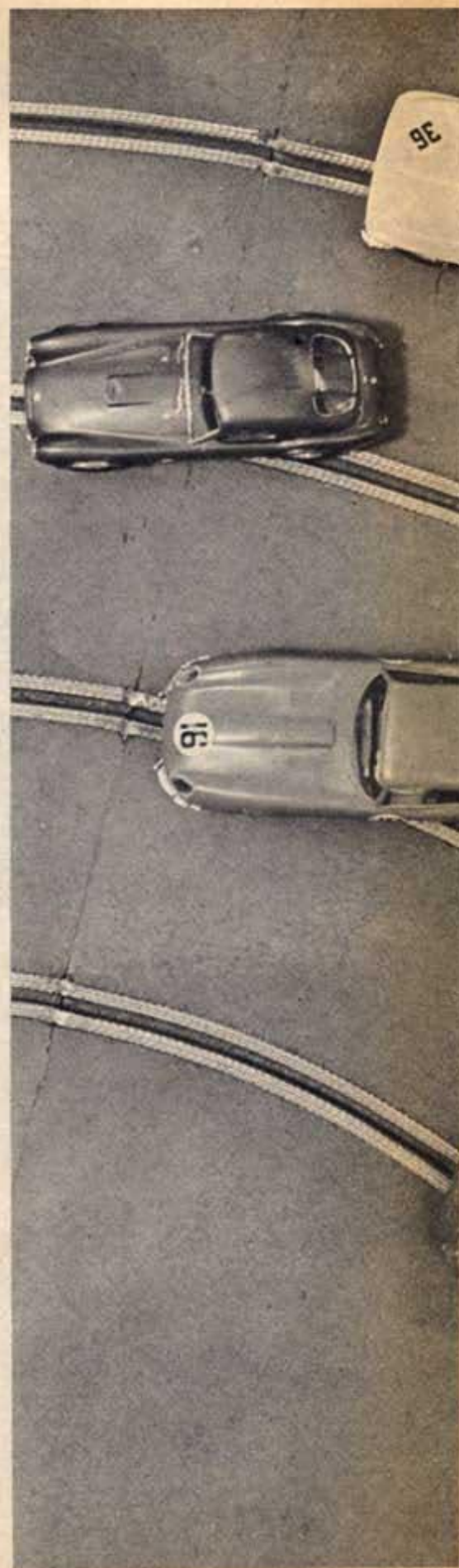


FIG. 3**RESULTS OF HEATS**

EACH HEAT 20 LAPS

POSITION	NAME		TOTAL POINTS
1	A		35
2	C		31
3	D		27
4	E		25
5	F		23
6	B		21

SEMI FINALS

RESULTS

(A)		(B)	
NAME	POINTS	NAME	POINTS
1	32 = 5(+ 27)	1	26 5(+ 21)
2	38 = 3(+ 35)	2	28 3(+ 25)
3	32 = 1(+ 31)	3	24 1(+ 23)

**100-LAP
GRAND PRIX**

DOUBLE POINTS (10, 6, 2)

POSITION	NAME	POINTS
1	32 + 10	42
2	38 + 6	44
3	26 + 2	28

HOC CI World



If we make the deadline this month it'll be a miracle, but we have been holding off hoping that our Regional Director, Richard Harrison, would be able to get us a race report on the last HOC CI mail-in meet held in Monroe. And bless him, it's just arrived by air-mail! You'll find a complete race report with some comments from Dick himself at the end of this column.

Now, though somewhat late since they already know what happened, a word of explanation to all the entries who might have thought their cars lost in the mails. When the cars arrived in New York for registration they were packed as usual and readied for shipment to Monroe. Then we received word from Dick asking if we could hold off sending them, since he was leaving on a vacation, his first in several years. We did this, and sent the cars on late, as requested. Then, as luck would have it, the entries proved so many that the running of the events — ten in all — took a few days more. And so the whole schedule was set back. But no points will be lost because of the delay. All of the entrants have been sent a word of apology and a revised schedule for the remaining races this season. We have, of course, also notified the race sites that their events will be delayed. It should all be straightened out by the time you read this.

Even big 1:1 events have rain-outs. So, our public apology for any inconvenience. Now, if after you read Dick's report you get the feeling that he was somewhat disappointed with the appearance of the cars, you're right. So were we, at registration. If anything, we must say they were the worse lot we had yet seen. We don't know what to attribute this to, but will tell you that in the larger scales, some of the entries would not have been allowed to enter, and they won't be in HOC CI, either, after this. It would be great if the cars were painted and detailed, but we know that painting these little cars seems to be more than most of us are prepared to do. But slapping on any size decals and painting them with

what must be cotton swabs *has to go!*

And here's how it's going to be done. The new rules just won't allow it. *What* new rules, you ask. The new rules in the new HOC CI rules book that we should be mailing out to all of our members by the time you read this column. The new book has taken some time to get out, but it's here at last, and a labor of love. We hope you'll agree with us when we tell you it's the finest rules book ever written on the subject. And we owe most of it to you, our members, for telling us exactly what you wanted. The list of members who took the time to write in suggested rules changes, additions etc., would fill this page, so we extend just one big thanks to all of you. It's taken a long time, a lot of work and a lot of money to print the number of books that was needed. Now all we have to do is get them in your hands, and this is being done, right now. But please, don't be like some members we have,

if your new rules book is not in the mailbox as you read this, don't pen us a nasty note; it's on its way.

A few more don'ts for impatient joiners. Don't write us demanding your membership package in one week's time; we just can't get out the volume of mail we have in that short time. If you're willing to wait patiently for a Secret Agent X decoder ring from Corn Flakes for three months, give us at least thirty days. As for subscriptions, they are not sent out with the membership packages, they come from the subscription department of this magazine, and they require at least 60 days to process a new subscription. We had to laugh recently when one would-be member wrote in demanding to know what happened to his subscription of CAR MODEL. (Get that man's name! — Ed.) And this letter was postmarked only four days after his application for membership had been sent!

SCS class

1 Bert R. Hass	N.Y.	Faller	M-B 250sl
2 Art R. Walicki	Ill.	Aurora	Chaparrel
3 Barry Gray	Pa.	Aurora	Chaparrel dnf

SCM class

1 Russell Baldwin	Kans.	Aurora/L	Matick
2 Tom Bowman	Va.	Aurora/L	Ferrari C-A
3 Bert R. Hass	N.Y.	Aurora	Cobra
4 Steve Bohn	Calif.	Aurora	Cobra

TAS class

1 Bob R. Thomas	N.Y.	Faller	Ford Taunus
2 Art Diamond	Neb.	Aurora	Cougar
3 Barry Gray	Pa.	Aurora	Camaro
4 Bert R. Hass	N.Y.	Atlas	Mustang

TAM class

1 Charlie R. Benson	Ohio	Aurora	Cougar
2 Howard Pfalzgraff	Minn.	Aurora	Firebird
3 Bert R. Hass	N.Y.	Aurora	Cougar
4 Russell Baldwin	Kans.	Aurora	Camaro

NAS class

1 Russell Baldwin	Kans.	Aurora	Torino
2 Howard Pfalzgraff	Minn.	Aurora	Charger
3 Bert R. Hass	N.Y.	Aurora	Riviera
4 Art R. Walicki	Ill.	Aurora	Galaxie

NAM class

1 Art R. Walicki	Ill.	Aurora	Galaxie
2 Russell Baldwin	Minn.	Aurora/L	Charger
3 Bert R. Hass	N.Y.	Aurora	Toronado
4 Steve Bohn	Calif.	Aurora	Torino

GTS class

1 Fred Riess	N.J.	Aurora	Cheetah
2 Barry Gray	Pa.	Aurora	Ford GT
3 Bert Hass	N.Y.	Faller	Porsche 911
4 Bob R. Thomas	N.Y.	Faller	Jaguar XK-E

GTM class

1 Steve Bohn	Calif.	Aurora/L	Lola T-170
2 Ted Hohnson	Ga.	Aurora	Mongoose
3 Charlie R. Benson	Ohio	Aurora/L	Ferrari P4
4 John Flood	Conn.	Aurora	Ford GT

And last, please, we continue to ask that you do not send cash. But if you must, please make sure you include it. We have sent out over eighty memberships this past year that were not paid for. We do try to give you the benefit of the doubt, but it's getting a little out of hand. The other most common error is sending the money without telling us who your are, and then, months later writing to demand your membership. We have over forty of these unknown memberships waiting here to be claimed. Take a little time in the beginning; it'll save lots more later.

From the HOCCI mail-in, Hobby House, Monroe, La. by Race Director Richard Harrison.

Wow! We finally were able to run the June HOCCI race. Sure we were late, but we did run them. Everyone who sent in an entry wants to know how his car made out. Those who did not enter just want to know who won and why. The listing above will show the top dogs, now, I'll try to tell you why.

Most of the entries were Aurora powered; there were several Tyco side-winders (home built); a couple of Atlas (stock class); and a bunch of Faller cars and even one scratch built.

The Tycos were slow in comparison to the other cars; the Atlas cars were very strong down the straights but poor in the turns. The Faller cars were all fast. However they were so smooth running that they just coasted after shutting down for the turns. The little Ford Taunus of Bob Thomas was the fastest of the German made cars. Ted Johnson sent in the only scratch-built car entered. It featured an Aurora "N" train motor in a neat brass tube frame. This was the fastest car entered, but did not do as well as it should have. We were using the Aurora thumb-killer control and a car like this really needs something much better. We did use Russkit and Atlas controls with all the other entries.

Again, few cars were really good looking in the paint department. Concours was won by Roy Williams with his replica of the original No. 3 Chaparral. Some other good looking cars were sent in by Walicki, Baldwin, Pfalzgraff and Bohn.

Special equipment used

ranged from A.J.T.K 110 silicones and 007's, to Dreher plumber pans. Also seen was stuff from Auto World, La Ganke and Mini-wheels, German motor brushes and several re-winds and both commercial and home winds.

You boys who sent in stock winds in the mod. class, no go! Most of the handling would have been improved had the cars been equipped with wide front ends and brass pans. Also many of the cars needed cleaning and oiling. Some even had dirty pickups! Slow down and make sure the cars are set up right before mailing them. Mail-ins are a lot of work to put on and those of us who host these races really enjoy seeing what the other guy is running and how he's done it.

If you don't enter these races, it's your own fault. You really should try to enter at least one car in the next meet. Who knows maybe you'll get your name in print!

Now it's time to thank the proxy drivers, Brian Murphy, Hobby House champion, and runner up John Jones. And even me!

NAMRA World

We have lots of words for you this month, what with two race reports and some very important news that will effect an awful lot of racers, commercial type that is.

First, the news, and it's important. Up until a few weeks ago, no one with the exception of the handful of people involved knew exactly what NAMRA was up to. They only knew something was going on. Some NAMRA officials had been heard making sounds like "NAMRA Group VII", but would say nothing else. Now it's official, and for publication.

NAMRA, created several years ago and today the oldest and largest body of organized slot car racers in the world, started off as an organization devoted to the building and racing of scale miniatures, this, it still does. A few years ago, it took HOCCI, (H.O. Competition Cars International), un-

der its organizational wing and so gained control of the largest group of H.O. enthusiasts in the world. Now, three scales were being cared for — 1/24, 1/32 and H.O.

Early this year, NAMRA made another move and created the New NAMRA Formula, a race program for the home racer who didn't wish to run outside of his own home.

Now NAMRA, in yet another move, has created NAMRA Group VII. By the time you read this, there will be many different versions of exactly what has happened, but this word is right from the top.

NAMRA's Group VII is a program for racers who do "their thing" at commercial raceways. This is a program for racers who, up until now, have been running under the pro, semi-pro and amateur classes. We have different titles for them, but it means the same thing. This is a program for Can-Am type racing, the kind that is being done in commercial shops right now, all across the country. This is the "jet-set" program, the unlimited all-out speed show that so many of you want.

And, we hasten to add, NAMRA's battle axes are stored where they have been for some time. We are not challenging any organized groups and/or programs already running — enthusiast groups that is. We may be deriding the NCC's program, but you pay your money and you take your choice. You'll find the rules very similar and there's good reason for this. The rules, for the most part, are pretty good as they are and we did not want to start a program that would require new members to change their machinery over to new theories. We wanted to give them exactly what they wanted. What changes there are in the rules are in race procedure primarily, and those changes are what the racers wanted.

The cars you are running right now are the cars you will run in Group VII. The program is, however, limited to open Can-Am types only, because it is what the racers want.

Other noticeable changes will be no big money races. NAMRA has never agreed with this type of race, and has in fact felt that it hurts the sport.

There is no aid from the industry and/or any manufacturers. NAMRA is the sponsor and the sanctioning and governing body. What merchandise and trophy awards given the semi and amateur classes will be paid for by NAMRA. And that is pretty much what will be offered in NAMRA Group VII racing, now.

Why did it all come about? First off, NAMRA did not go looking for a new program to offer. We thought, as

Continued on page 62

By Robert Schleicher

The "funny" cars aren't the only ones on the strips with a wild paint job. One of the most eye-grabbing color-racer cars is Barrie Poole's full-size 1969 Mustang. The car made it all the way to the final run in the 1969 NHRA Winternationals, only to be beaten to the traps by super-star Ronnie Sox.

The red-with-white-and-black-striped paint sets Poole's car apart from most of the nearly-as-wild cars in this class. We're not sure, as yet, whether Poole actually will field a 1970 version of his 1969 Mustang hardtop, but we'll just assume he will, and try to beat him to the "line" with our 1970 Mustang hardtop model of his car and its tri-tone paint.

Revell's 1/25 scale 1970 Mustang is among the very first car kits to see your dealer's shelves in the 1970-model year. The kit parts make the building of a "Super Stock"-class car a simple task. High-rise front and rear suspension

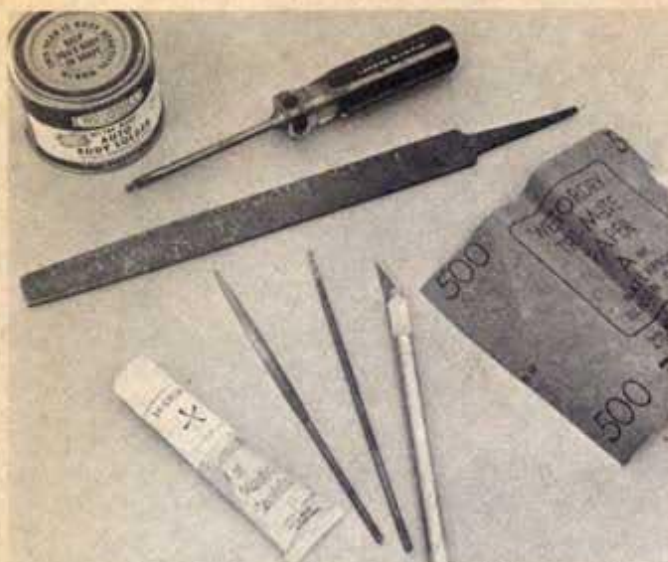
options are included, with wide drag slicks for the rear and slim-profile tires and wheels for the front. Engine options include racing manifolds and exhaust headers, with a choice of SS-class air cleaner or supercharger. All we have to do is match the paint on Barrie Poole's real car.

One of the options in the Revell 1970 Mustang kit is a choice of either convertible top or the vinyl-covered hardtop used on the Mustang "Grande" model. If you model the convertible or the "Grande," you're in good shape. If you choose to model the plain-old-hardtop, like we did, you'll need to spend some extra time filling in the seam between the top and the rear fenders. The smooth blending of top and fender side panels is one of the earmarks of the 1970 Ford Mustang hardtops. This is a good chance for you to learn this trick-of-the-customizers — the joining of, say, a hood panel to the rest of the car, or a top to the fender sides. This body filling technique will not only match your Mustang to the lines of the '70 car, it will give you a chance to try custom tricks-with-body-filler on custom cars as well.

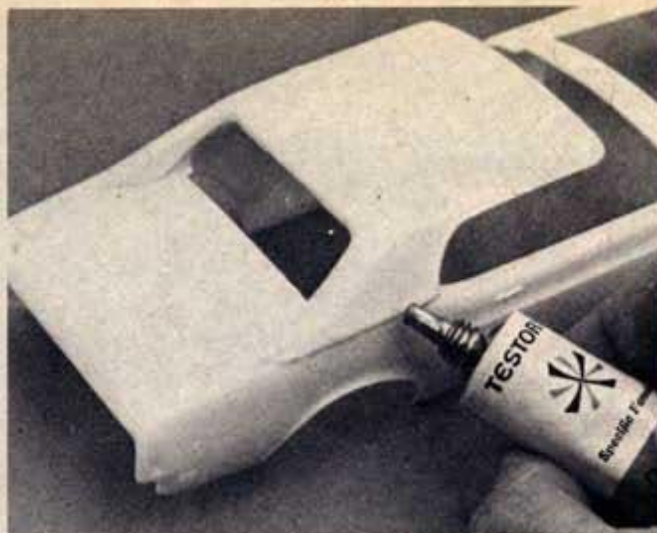
Revell's new kit has all the goodies needed to build a 1970 version of any "Super Stock" Mustang.

FIRST OF THE '70 "SUPER STOCKERS"





To learn the techniques of custom body-filling, you'll need a can of automotive metal-base body filler, a screwdriver, coarse file, fine jeweler's files, a hobby knife, number 500 wet-or-dry emery paper, and a tube of cement-for-plastics.



The lack of joining line between top and fender is one of the identifying marks of the 1970 Mustangs. Revell's 1970 Mustang kit's top is fine for the vinyl-covered "Grande" version or convertible, but seam must go to make the hardtop. Glue on top with a thick bead of cement.



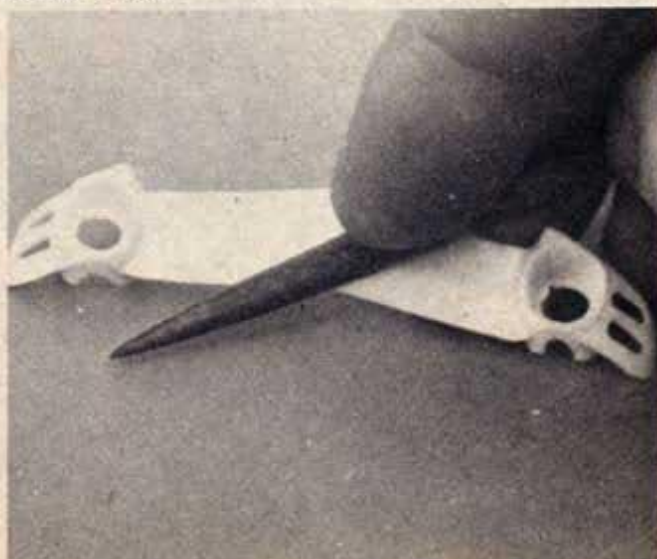
Squeeze the glue joint between top and body as it dries. After about 48 hours, glue joint can be trimmed flush with body.



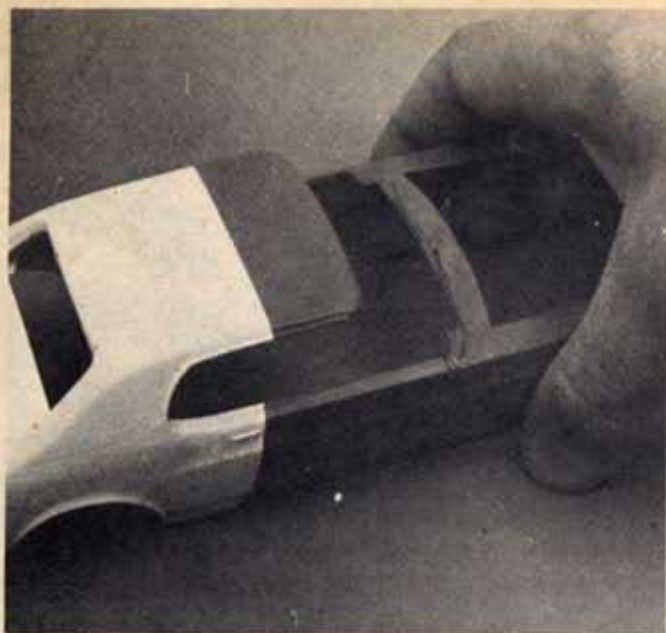
To obtain a perfectly smooth surface at the fender-to-top joint, dents and "join marks" must be filled in with body filler. Allow filler to dry overnight, then shape the filled areas to blend in with the car's line by filing filler with jeweler's files.



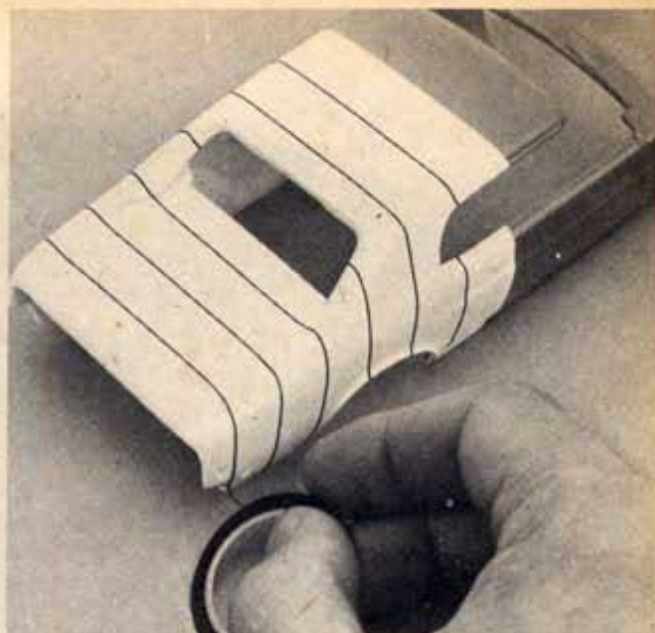
Final body-smoothing is done with number 500 wet-or-dry emery paper dipped in water. File and sand off the "Vinyl" surfaces that are molded into the kit top.



File off the parallel grille bars of the 1970 Mustang to match the looks of a blanked-off racing grille.



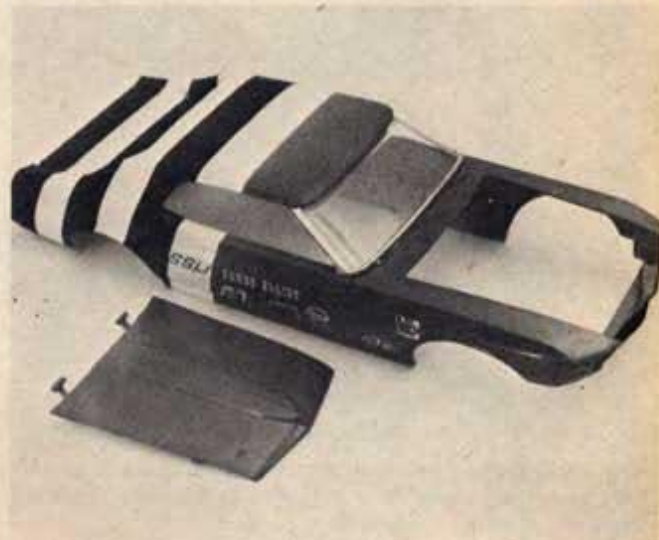
Body is primed, sanded again with wet number 500 paper, and sprayed white. When dry, body can be masked and front sprayed red.



Stripes across rear deck were outlined with 1/64"-wide black striping or drafting tape at points shown.



The area between every other stripe is brush-painted black. Tape makes straight edges between stripes easy to paint.



"Sandy Elliot" is number V26 Letraset brand dry transfer lettering. All decals are from Revell decal sheet. "J" is cut from a letter "C" on sheet, applied upside down.



All of the chassis and interior details are included among the Revell 1970 Mustang kit options. Engine is "stock" version.

56/Model Car Science



Paint scheme is matched to that used on Canadian Barrie Poole's 1969 Mustang hardtop that finished second to the Ronnie Sox car at the 1969 NHRA Winternationals.



THE PAPER TIGER

Here's a budding automotive designer who whips up his creations with a lot of imagination and a minimum of material!

Charles Lamm, seven years old, is a real "Paper Tiger" who has been turning out model cars on an assembly line basis for two years, using nothing but paper and Scotch tape. His method surely has to be the most inexpensive one in the model building business!

Charlie has learned to hide the Scotch tape by taping his cars on the inside. For frame members and axles, he uses toothpicks and cardboard; for chrome he uses tinfoil. Most of his cars are complete with detailed interiors. Lately he's taken to making front suspensions with upper and lower A-frames. Blowers and that kind of jazz are "old hat."

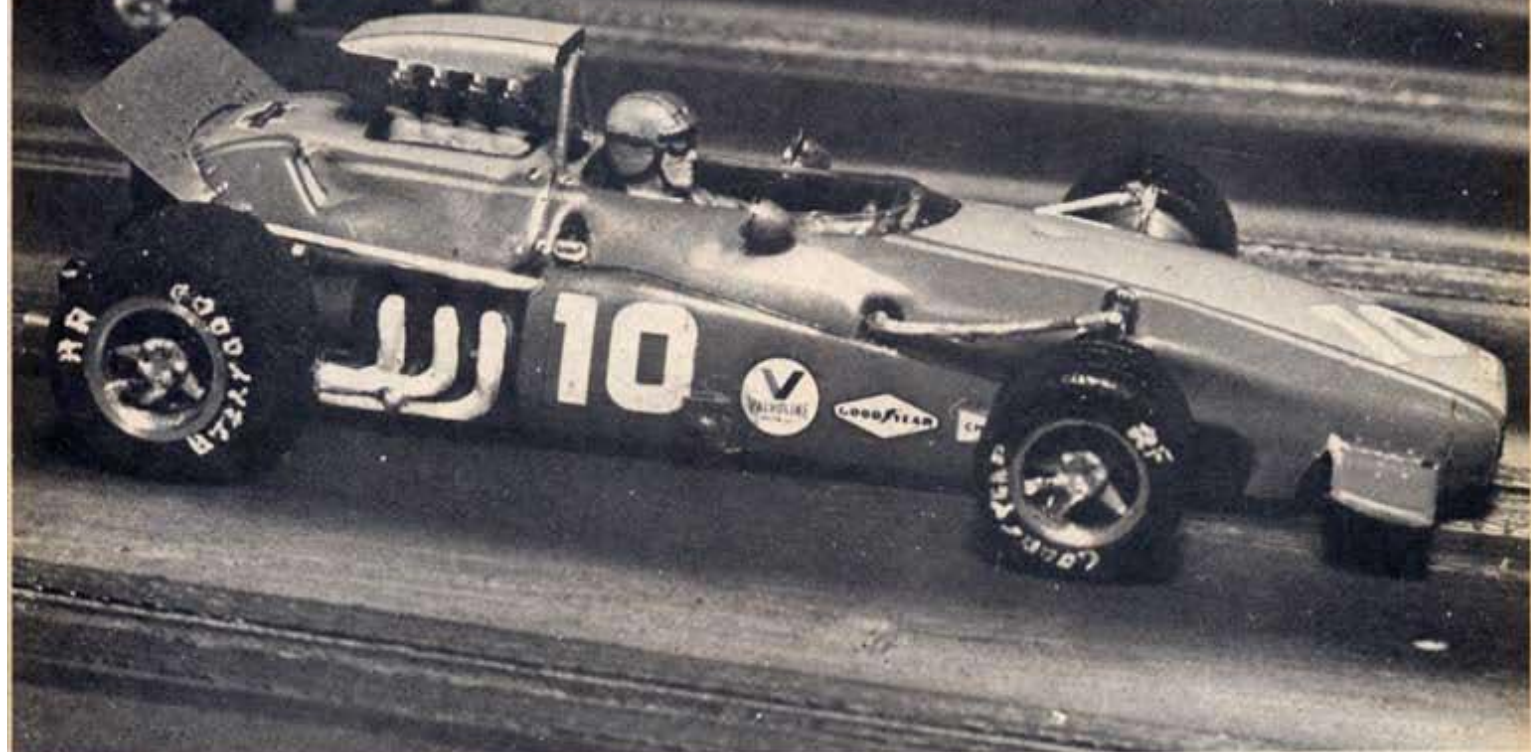
Charlie is the son of automotive writer, Michael Lamm. Perhaps that's where he picked up the "urge."

It just goes to show you, fellows. When you've got the model building "itch," you can find a way to satisfy that creative desire without spending a lot of money.

Good job, Charlie. We'll no doubt see more of your work in the future!



FORMULA "A" MEANS "ACTION"



Here are 1/32 scale Continental Championship machines from MESAC's enthusiast group that combine both looks and plenty of "go."

As full-size prototypes for 1/32 or 1/24 scale slot cars, the Formula A (or Continental Championship) cars are perfect — generally fat and wide with great hulking "donuts" for front and rear tires mounted on relatively small wheels — all very slot-car-like. If your model of one of these Formula A cars looks like it's too wide because you had to hide the fat Mura motor and pan chassis, or if the current trend in tires makes the car look more like a steam roller in miniature than a "classic" racing car, then you can be pretty certain you've made a near-perfect miniature. At last there's a full-size set of open-wheeled formula cars that can look right *and* handle on a slot car track.

So far as we can determine, the fabled MESAC club (3737 W. 104th St., in Inglewood, Calif.) was the first U.S. group to stage races and build cars for the new Continental Championship formula. Most of the members have opted for clear plastic Lola T142 or McLaren TS5 bodies from GT Models, Ltd., of England.

Some of the members' cars utilize the 3-liter Lotus Formula I body, or the Gurney Eagle Formula I body from the American-made Lancer line of 1/32 scale clear plastic bodies. MESAC rules, for their Formula A class, require the use of the slim Mabuchi 13D-style motor that is supplied in Monogram's 1/32 scale Ferrari and Lotus GP car kits. There is ample room, however, in any of these clear bodies to fit a standard-size Mabuchi, Mura or Champion motor for your own club races. There are no limitations on chassis design as long as the car has scale-size track width, wheel-base and tire sizes.

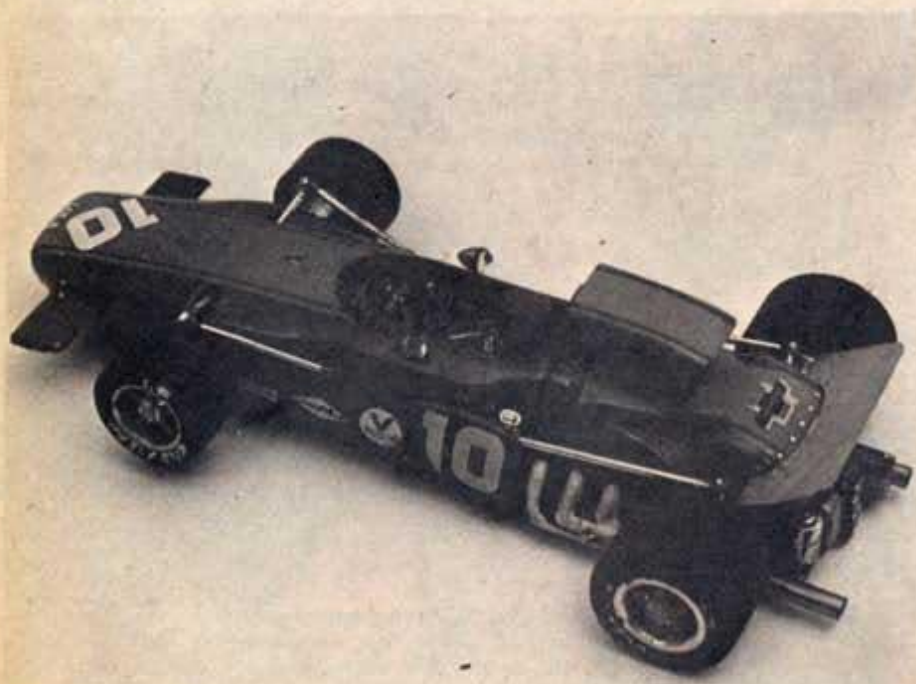
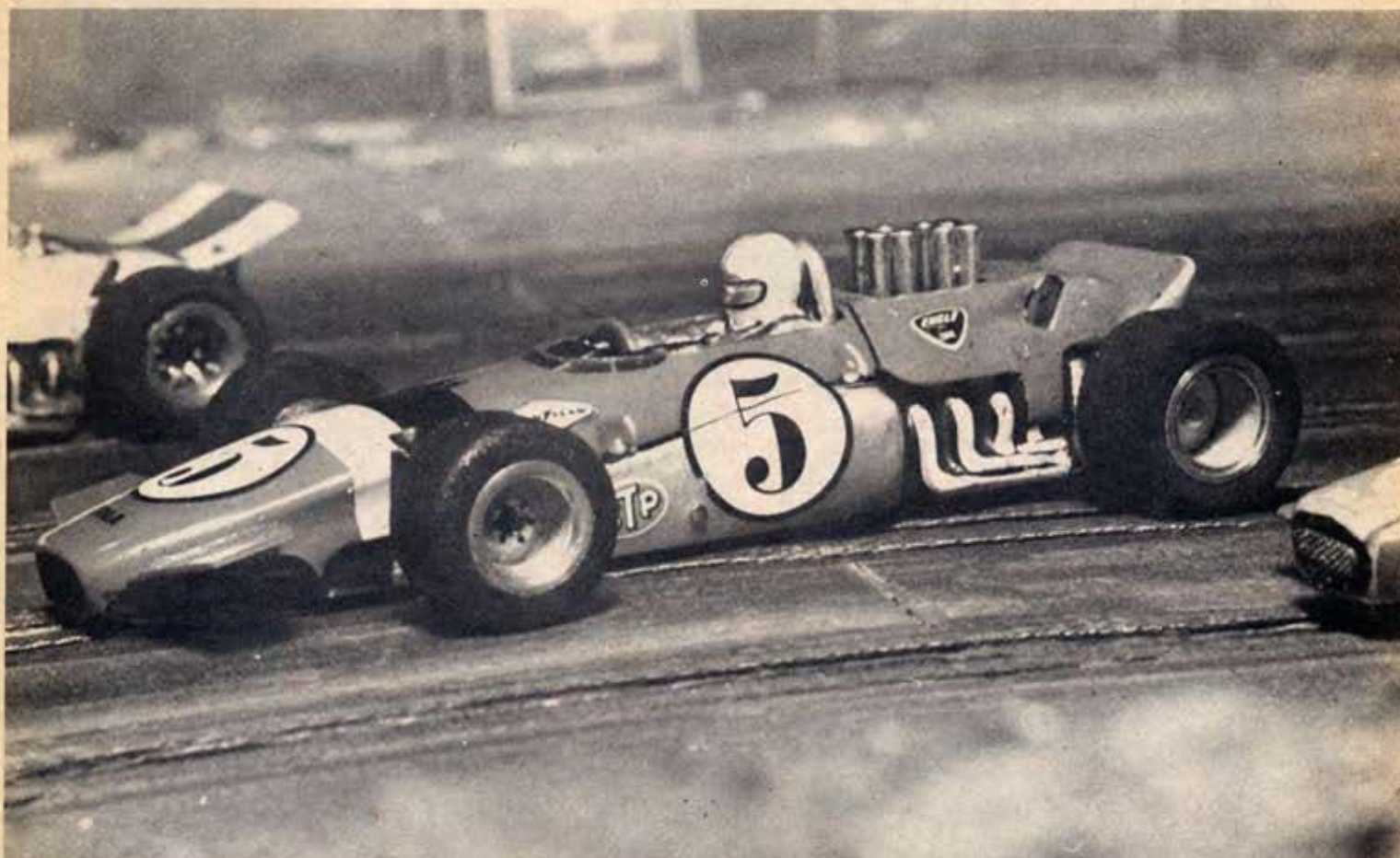
The quick-thinking club members have designed some of the wildest chassis you can imagine. The four-part chassis in the photos is the most successful so far, having won all four of the monthly races to date. The car was designed and built by Don Sloan. The chassis operates just like the current "commercial" 1/24 scale chassis with "plumber-type" drop arms/body mounts. In the slim Formula cars,

though, the body mounts do not hinge along the sides of the motor. The front wheels are attached to two of the chassis side rails and to the motor and drop arm pivots. The body mount rails are attached only to the body itself and to the "plumber" hinge on the drop arm, just behind the pickup. Sloan has added the feature of having the motor-and-rear axle hinge from the front wheel's side rails, much like the pickup arm does at its hinge. As a result, the body, drop arm, front wheels and motor-and-rear axle are each a separate and independently-hinged segment of the overall chassis. The idea behind the design is to isolate any vibrations that one of these components might pickup from the rest of the components. The results of the Sloan design are simple — the car is ultra-smooth, forgiving and super-sticky in the turns — it wins! The design seems to work so well that a number of both MESAC club members as well as some drivers at local commercial tracks are trying out the design on chassis of their own. The four-piece-plumber may be just the thing for both 1/32 scale racing *and* for the new NCC "Formula III" 1/24 scale races on commercial tracks.

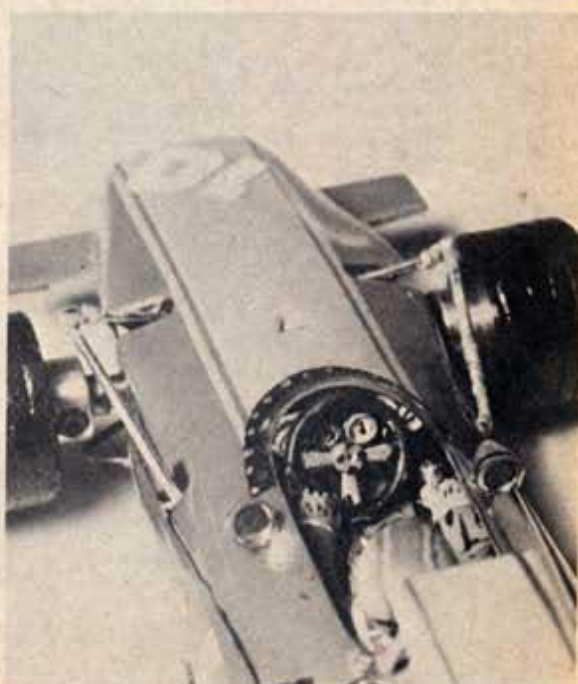
By Robert Schleicher

◀ Realism and up-to-the-minute modeling in 1/32 scale. Don Sloan's model of the T-142 Lola car for full-size "Continental Championship" Formula A racing.

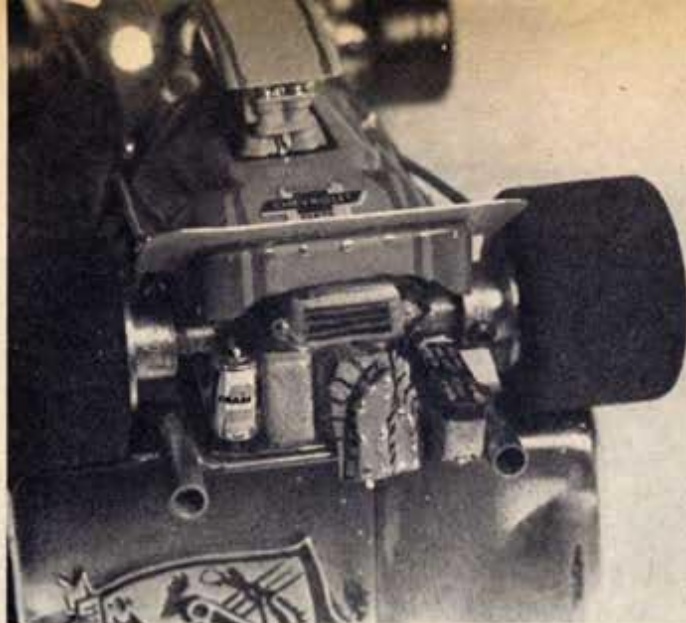
Dan Wilson modeled a slightly different version of the T-142 Lola Formula A car, with red upper body, silver lower, and black/yellow cowl stripe. 1/32 scale.



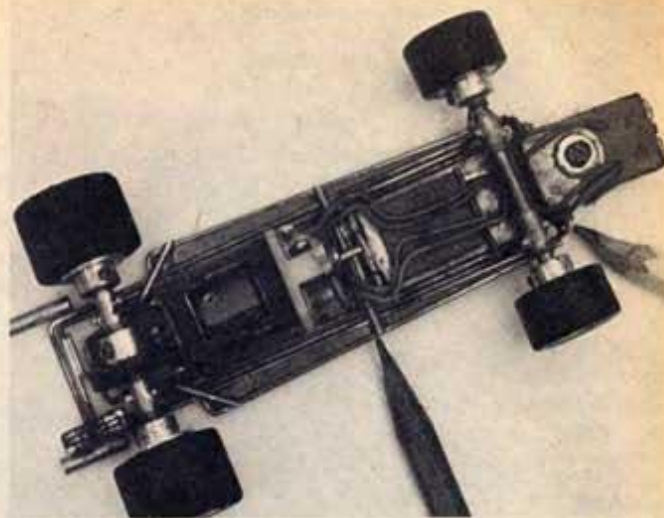
Don Sloan's T-142 Lola has its English-made G.T. Models-brand body shell detailed to perfection, with full suspension parts, detailed transaxle, storage batteries and oil filter exposed at the rear of car.



Interior on Sloan's Lola includes full driver, vacuum-formed from sheet plastic, with shoes and his hand on the shift lever. Mirrors, instruments and steering wheel are all right where they should be.



Carburetors came from 1/25 scale American passenger car kit. Body mounts to chassis with four straight pins in the accepted 1/24 scale style. Headers are part of body.



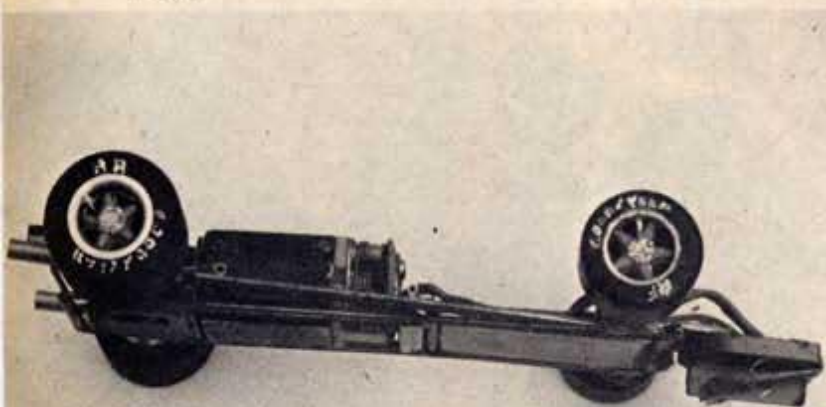
Four-piece chassis hinges at three places (in addition to pickup's pivot). Pencils point to hinge for "plumber" body mounting sub-frame (just behind pickup) and to the hinge for the "drop" motor/axle unit. Third hinge is for drop pickup swing (just ahead of motor/axle hinge).



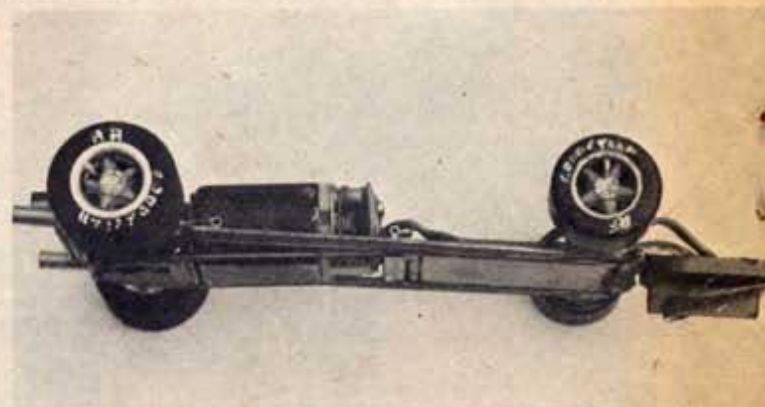
Side view of chassis with all four sub-frames tight against their stops-to-limit-upward-travel. Rails are piano wire; plates, .020 inch brass sheet stock.



Drop pickup arm is pivoted down, here, carrying the body-mounting sub-frame with it. Rails nearest camera are the side rails of the body-mounting sub-frame.



Here only the body-mounting sub-frame is pivoted up (at the rear) from its hinge just behind the pickup shoe. The drop pickup arm is in its "up" position.



Drop arm and body mounting sub-frames are in their "up" positions against the stops built into the front wheel/hinge-mount subframe in this photo. Only the motor/rear axle sub-frame is "in action" in its fully-dropped position. Chassis design isolates each of car's major components from each other to minimize vibration for smoother, faster, handling.

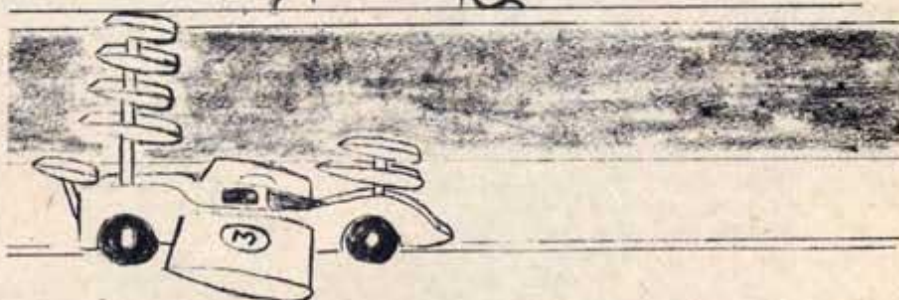
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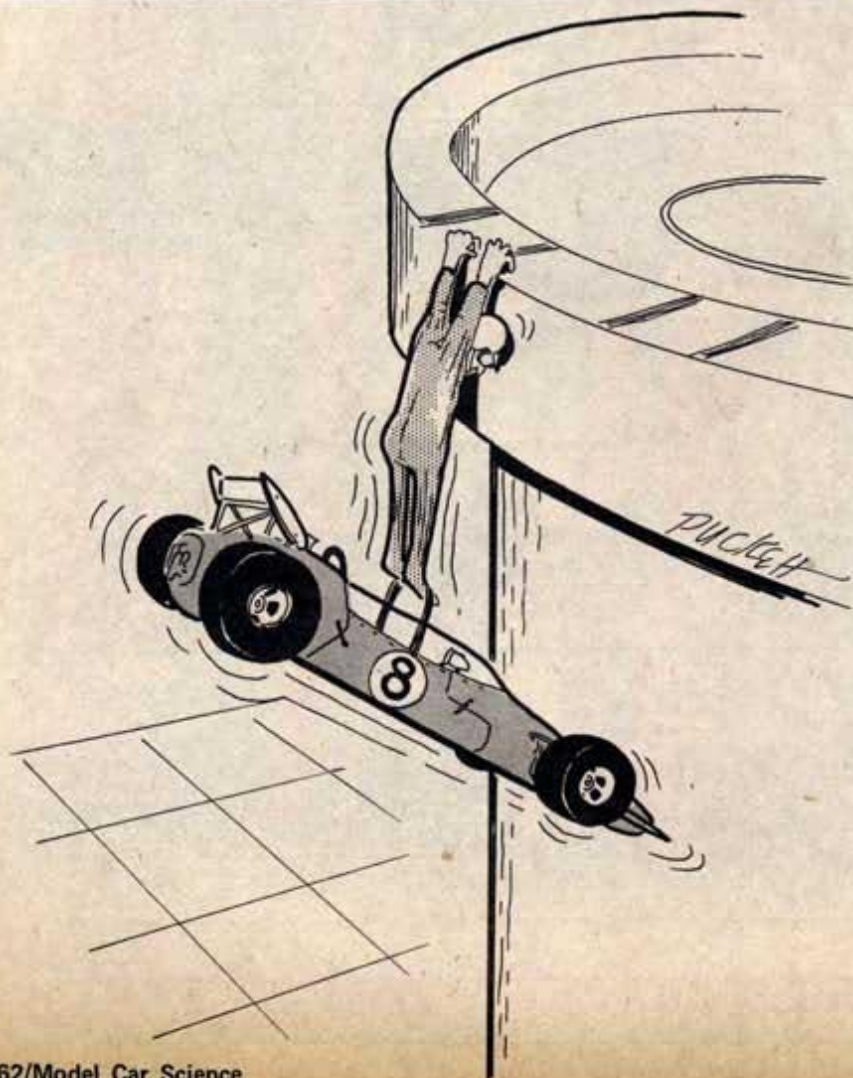
CHAMPION R-T-R CARS



- #161 - Inline brass rod frame, 5007 stock motor, set-screw front & rear tires, unbendable axles, painted sports car body \$10.95
- #167 - Anglewinder frame, 5007 stock motor, set-screw front & rear tires, unbendable axles, painted sports car body \$11.95



5620 New Peachtree Road
Chamblee, Georgia 30341



NAMRA WORLD

Continued from Page 53

many still do, that everyone racing today was happy with the program in which he participated. Such obviously was not the case. Late in July, NAMRA was contacted by a group of Eastern pro drivers, requesting a meeting. The meeting was held and it turned out that they were unhappy with the way things were, and were speaking for the majority of racers in this part of the country. Their biggest gripe seemed to be not the racing rules, but a complete and total lack of organization and fair play in their racing programs. The fact is, regardless of what you have read, that Eastern racing, the commercial raceway type, was and is in a state of complete breakdown.

At first, NAMRA listened, not too enthusiastic about taking on anything like this because there would be too many people prepared to say that NAMRA was once again out after someone's scalp. But the more the Pro drivers balked, the more it became obvious that unless something was done and done fast, that it was conceivable that commercial racing, as it was known in the East, would be dead.

We at NAMRA really don't care if you choose our brand of scale racing. You race your's and we'll race ours, without getting in each other's way. But we don't want to see any form of racing go under. This would hurt all of us, the racer, the dealer, distributor and manufacturer. So we did something about it. And the beauty of an organization like NAMRA is that it doesn't take twelve months to get something done. Three meetings and two weeks later, a final rules draft was written and at the printers. The NAMRA Group VII rules Book (underline the word *book*) is now ready for distribution. By the time you read this the first Group VII race will have been held.

This is the first of a series that could run as high as twelve different races all along the Eastern part of the country prior to the crowning of a National Champion. Right now NAMRA is busy signing up driver members. Yes, the membership fee is, as in all NAMRA classes, \$1.00 per year and sanctioning tracks that meet with our specifications for future race sites.

NAMRA's organizational reputation has been given a vote of confidence from the commercial racer and we are not about to let him down. So now, regardless of what you race and how, we can offer you membership with the oldest, the largest, and the best racing organization in the world. Next month, a full and giant size race report on the first NAMRA Group VII race.

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64/Model Car Science

EASTERN VIEWPOINT

Well, I said there was something in the air here in the East! It's NAMRA's Group VII program. This is their new program complete with rule books catering to the pros and their type of racing, score sheets, forms, literature, sanctioned tracks and drivers, an awful lot of them.

What's it all about? I would imagine this month's column under NAMRA heading will have full details, but from where I stand, and its a pretty good vantage point, the drivers here (and that's pro, semi-pro and amateurs) had it until they just couldn't take it anymore and went looking to NAMRA for some long needed help. What's coming now may make a lot of eyes roll and

the gnashing of teeth can be heard already (old familiar sounds to these ears), but as long as I'm allowed to write it the way it really is, that's the way you'll get it.

The pros formed a committee to meet with NAMRA, the story is this simple and straight. They were tired of waiting for sensible racing rules and they wanted organization. Not the poor substitute for same they had been fed for some time. And they were sick and tired of the cheating and rule changing that was going on within race programs from one race to another. They just were not getting a fair shake and they wanted out of it all. They felt they were not part of any



organization that would listen to them and that racing here, and I stress *here*, in this part of the country was falling apart from lack of organization.

The NAMRA people listened, agreed and asked what could be done to help. They were told, three meetings worth, and it came out new race procedure, written and enforced by enthusiast drivers, not manufacturers, etc. This is their game and they wanted to have something to say about how it should be run. The rules were reviewed, the ones they had been running under. They picked what they wanted to keep, changed what needed changing and tossed out what they didn't like. And for the ones that went out, new ones went in.

These would now be NAMRA rules, the races would be NAMRA run. No big bucks, no donations from manufacturers and no changing the rules to suit a factory team or product. Sounds stiff, and it is. NAMRA is a pretty rigid organization and whether you like it or not, they have been around and racing for longer than any other group so they must be doing something right. The results are these so far: Those that had run under other rules would now run under NAMRA rules in NAMRA races as NAMRA

members. And as NAMRA members they would either run by the rules or be asked to leave — no bending, no changing. NAMRA gave them what they wanted and now, will see to it that they run as they want.

NAMRA as an organization is not out to split ranks (though this will do it), but it will not see anyone wanting in being turned away. Since the rules desired were quite different from what NAMRA was accustomed to, it was obvious that a whole new rules book would have to be prepared. As you read this, many so called pros are book-carrying members. Its a new book, and a new program, but just one of four that NAMRA has been conducting with success.

NAMRA is not anti-manufacturer; we too need the parts everyone else uses and we understand the market and the thinking involved. But we do believe that racers should write their own rules and have their own organization made up of racers.

NAMRA will not join any manufacturer's group because it realizes what this means, so as before, NAMRA again stands alone. But at least these Eastern drivers who were about to be forced to do just that, won't. They are now part of the large-

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EASTERN VIEWPOINT

Continued

est and strongest racing organization in the world. There's the story, and there, is the stand.

It seems strange that a group of so many knowledgeable drivers would seek out a camp that had been so alien to them, but not when you realize what has been going on here in this part of the country. That rules are changed midway in a race for the benefit of one or two is not unheard of, and is known even by some Western drivers who have raced here. The coverage of races has been bad and lacking. MCS will take care of this with the regular NAMRA WORLD column. But now, on the eve of new pro-type rules being written, it became known to many of the people here that rules established as firm in Dallas have been changed not once, but twice without a rules committee meeting. Then what's the sense of committee and meetings?

The drivers here have felt for a long time that even though they were all supposed to be running under the same rules as the rest of the country, that things had a way of changing from here to the Mid-West and Far West.

And when these same drivers, who are so eager to win their fair share of points and take their well-earned place in the ranks, boycott a race en masse, then baby you know you have grief.

The grief described is real, the people expressing it are real. This is no put-on. Well known names like Emott, Tango, Furman, Deshong, Rubin, Gorski, Bloom and Provett echoed it, if not voicing it, at the meetings. And when you see a copy of these new NAMRA Group VII rules you can read the same names on the list of advisors and endorsers. Class B (Semi-pros) reads Bloom, Marra, Deshong, Damerell, and Harris. Class C (Amateurs) lists Furman, Provett, Peluso, Wagner, Bianchi. So these are some of the people who want a change and did something about it.

It's a bombshell no doubt, and in a way too bad, but someone with the authority should have listened to these guys and done something about it before it came to this. Too much time has lagged between talking, promising and delivering.

The guys at NAMRA say this is the way it is, and if you agree, welcome aboard. They'll be glad to have you, they have nothing to sell, they just want to race. What about you? Any comments, questions, and/or flaming arrows will find me care of the Editor, and his nibs providing, I'll try to answer them right here.

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